

Independent Order of Oddfellows,

M.U.,

BARROW-IN-FURNESS.

A.M.C. - 1906.

Delegates' Guide Book

PRESENTED

By A.M.C. Executive and Officers

AND

Members of the Ulverston District.



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| <p>No. 1. Outer Circular Tour, embracing Windermere Lake, Furness Abbey and Coniston. Fare from 5/3</p> <p>No. 2. Inner Circular Tour, embracing Furness Abbey, Coniston Lake (Gondola) and Crake Valley. Fare from 3/3</p> <p>No. 3. Grange and Windermere Circular Tour, embracing Grange, Arnside, Kendal, and Windermere Lake. Fare from 2/9</p> <p>No. 4. Middle Circular Tour, embracing Windermere Lake, the Crake Valley, and Coniston Lake. Fare from 5/9</p> <p>No. 5. Red Bank and Grasmere Tour, <i>via</i> Ambleside and Skelwith Force, returning <i>via</i> Rydal Water. Fare from 2/9</p> <p>No. 6. Thirlmere, Grasmere and Windermere Tour, <i>via</i> Ambleside, Clappersgate, and Red Bank, and round Thirlmere Lake. Fare from 5/-</p> <p>No. 7. The Four Lakes Circular Tour, viz.:—Coniston, Grasmere, Rydal, and Windermere. Fare from 5/9</p> <p>No. 8. Coniston to Coniston Tour, <i>via</i> Red Bank, Grasmere and Ambleside, returning by Coach to Coniston. Fare from 4/6</p> <p>No. 9. Tarn Hows Tour, <i>via</i> Ambleside and Coniston, returning by Tilberthwaite and Elterwater. Fare from 4/6</p> <p>No. 10. Round the Langdales and Dungeon Ghyll Tour, <i>via</i> Ambleside, Colwith Force, Grasmere and Rydal. Fare from 5/-</p> | <p>No. 11. Ullswater Tour, <i>via</i> Ambleside, Kirkstone Pass, and Brothers Water, returning <i>via</i> the Vale of Troutbeck and Lowwood. Fare from 5/6</p> <p>No. 12. Derwentwater (Keswick) Tour, <i>via</i> Ambleside, Grasmere, and Thirlmere. Fare from 6/-</p> <p>No. 13. The Five Lakes Circular Tour, viz.:—Windermere, Rydal, Grasmere, Thirlmere, and Derwentwater. Fare from 11/6</p> <p>No. 14. Wastwater Tour, <i>via</i> Seascale and Gosforth Churchyard Cross A.D. 680. Fare from 4/6</p> <p>No. 15. The Six Lakes Circular Tour viz.:—Windermere, Rydal, Grasmere, Thirlmere, Derwentwater, and Ullswater. Fare from 11/3</p> <p>No. 16. The Duddon Valley Tour, <i>via</i> Broughton-in-Furness, Ulpha, and Seathwaite. Fare from 3/9</p> <p>*No. 17. The Three Waterfalls Tour (Colwith, Dungeon Ghyll, and Skelwith) <i>via</i> Coniston and the Langdales. Fare from 4/9</p> <p>*No. 18 Ennerdale Lake and Calder Abbey Tour, <i>via</i> Seascale, Gosforth, and Cold Fell. Fare from 4/6</p> <p>No. 19. Across the Ferry Tour, <i>via</i> Lake Side, Esthwaite Water, Hawkshead, and Storrs. Fare from 3/6</p> <p>No. 20. Cartmel Priory and Newby Bridge Tour, <i>via</i> Windermere (Lake Side), Backbarrow Falls, Holker Park, and Grange. Fare from 2/9</p> |
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*Commencing July 1st.

For further particulars see "TOURS THROUGH LAKELAND" Pamphlets, to be had gratis at all Furness Railway Stations, of Mr. F. J. Ramsden, Superintendent of the Line, Barrow-in-Furness; at Messrs. Thos. Cook & Son's Offices, and the Polytechnic Institute (Regent St. W.), also at the Principal Bookstalls on the other Railways, price 1/2d.

The PALETTE ALBUM, illustrating the above Tours, in colours, price 6d. Also PICTURE POST CARDS, of the LAKE DISTRICT, 6d. per packet of 12, may be obtained at any Station on the Furness Railway, and on the Company's Steamers; also at Furness Abbey Hotel, and the Principal Railway Bookstalls.

Barrow-in-Furness, March, 1906.

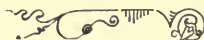
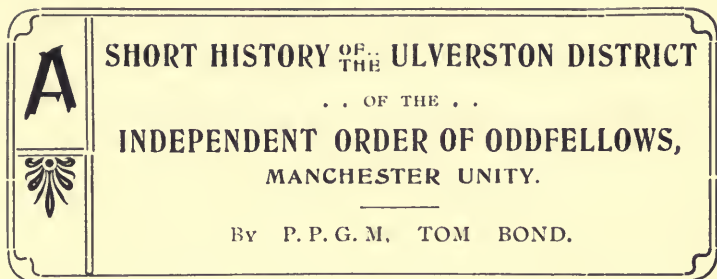
ALFRED ASLETT,

Secretary and General Manager

Miss Annie Hodgson.

— 1906. —
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THE ULVERSTON DISTRICT was established in the year 1835, being an offshoot from the Kendal District.

The first Lodge to be opened was the Furness Lodge, inaugurated in Ulverston by the Kendal District in 1830, afterwards removed to Sparkbridge, then to Bouth, and now at Penny Bridge.

Upon the establishment of the Ulverston District considerable impetus was given to Oddfellowship throughout the District, Lodges being formed at Ulverston (2), Dalton-in-Furness, Broughton-in-Furness, and subsequently at Barrow, Millom, Bootle; and in the year 1898 the St. Mary's Lodge, Cartmel—then a District by itself—was also taken over.

Upon its first introduction into the locality Oddfellowship was looked upon with a considerable degree of suspicion. At that time many Village Clubs existed in the Furness District, which received the patronage of the local gentry, who exercised their influence in inducing their servants and employes generally to join the local Club in preference to our Friendly Societies. As an instance of the feeling then existing the following extract from a letter written by an old inhabitant of Broughton-in-Furness, in contributing a subscription towards the A.M.C. expenses, may be of interest to my readers:—

HISTORY OF ULVERSTON DISTRICT.

"I hold a very exact memory of the funeral of Dr. Lightfoot, the "first (Broughton) Oddfellow, who died—in fact he was drowned in "crossing Duddon Sands between Kirkby and Millom. There was "a very strong feeling at Broughton against the Society at that time. "All the members were tradesmen or working men, and had to rely "entirely upon their own merits, while the Old Friendly Society was "supported by all the gentry in the district. Mr. Hudson, the "Parish Clerk, became an Oddfellow after the above funeral, and my "father remarked that 'a Pillar of the Church had fallen !' "

Like the Village Clubs, this feeling of prejudice has long since passed away, and local Oddfellows have the satisfaction of knowing that the value of their Society is fully appreciated throughout the District.

In this connection it is interesting to note that Edward Wadham, Esq., of Millwood, a Director of the Barrow Steel Company and Furness Railway Company, and a former Mayor of Barrow, J.P. and D.L., has been a financial member of the Furness Abbey Lodge since the year 1853, and still keeps up his membership.

Like many other Districts in the Manchester Unity, this has had its vicissitudes, and from various causes it was discovered at the 1895 valuation that several of the Lodges were in a deficiency, with the result that the District Officers were ordered by the Board of Directors to set their house in order. A thorough investigation into the financial status of each Lodge was thereupon instituted, with the result that in the Deficiency Lodges contributions were increased, sick benefits reduced, new sections formed, a new and universal system of book-keeping adopted, and other means taken to "stop the rot" which had already set in. That the Unity recognised the efforts which were being made to bring the District into a sound financial position was evidenced by the fact that, under the provisions of General Rule 82, they have since 1899 taken over the funeral liability of many aged members and their wives, and paid sums to deficiency Lodges amounting, up to the end of 1905, to a grand total of £1,132.

At the forthcoming Valuation it is believed and hoped that all the Lodges will be found solvent, or nearly so.

HISTORY OF ULVERSTON DISTRICT.

Various expedients have been adopted with reference to the District Funeral Fund. Formerly the same was raised by District Levy, according to the number of members, irrespective of age. Afterwards the "poundage system" was adopted, and ultimately it was decided to centralise the fund, two years ago, when each Lodge contributed its actuarial quota, which was placed in the hands of the District Trustees, and invested by them in duly authorised securities. At the end of 1905 the present District Funeral Fund amounted to the respectable total of £5,282, and upon valuation can scarcely fail to be found solvent.

During its 71 years' existence the District appears to have had only three Provincial Corresponding Secretaries, namely, our late Brothers Jacob Robinson and James Riley, and our present Secretary (William Pearson), who was appointed 10 years ago, and, besides, holds the distinction of being the eldest surviving P.P.G.M. To his intelligence, ability, and zeal the District owes much. I cannot add a higher eulogy than passed by one of our Past Officers, who said: "He is the most willing man I ever met."

The present Trustees of the District are P.P.G.M.'s James Johnson (Morecambe Lodge), J. P. Postlethwaite (Broughton Tower Lodge), and J. H. Ellwood, (Furness Lodge); and the Treasurer, P.P.G.M. Frank Fisher (Furness Abbey Lodge).

Provincial Grand Master—Bro. J. P. Taylor (Furness Lodge).

Deputy Grand Master—Bro. Robert Fenton (Henry Kitchin Lodge).

The oldest surviving Oddfellow in the District is Brother Captain Michael Redhead, of Ulverston, aged 91, who was initiated a member of the Morecambe Lodge on the 22nd July, 1837, and has thus been an Oddfellow for 69 years. He also claims to be the oldest Oddfellow in the Unity. He hopes to be present at the present A.M.C. His photograph appears in this book.

The total number of members in the District is 2,561, which, considering its large area and the fact that it includes a large industrial population in Barrow, Ulverston, Dalton, and Millom, can scarcely be considered satisfactory. Like many Districts, however, this has suffered materially from secessions, a subject which is now having the

HISTORY OF ULVERSTON DISTRICT.

serious attention of the officials. Possibly, with absolute solvency throughout the District, and the greater interest which the visit of this A.M.C. to Barrow-in-Furness cannot fail to arouse, there will be less secessions, and it is expected a great increase in membership.

The aggregate capital of the Lodges and District up to the end of 1905 is £24,273 and the following is a brief summary of the various Lodges constituting the District, viz. :—

FURNESS LODGE, PENNY BRIDGE.

Established—1830.

Present Trustees—P.P.G.M. John Park, Brother James Burns,
G.M. J. P. Taylor, P.P.G.M. J. H. Ellwood,
and Bro. James Burns.

Number of Members—330.

Average Age of Members—Old Section, 50 ; New Section, 26 ;
combined, 43 years.

Accumulated Funds—£2,989.

Secretary—P.P.G.M. William Pearson.

Treasurer—P.P.G.M. John Nicholson.

MORECAMBE LODGE, ULVERSTON.

Established—1836.

Present Trustees—P.P.G.M. James Johnson, and Brothers Richard
Dilworth and Nelson Wearing.

Number of Members—532. Admitted Members—33.

Worth of Lodge Funds—£6,535 10s. 8d.

Secretary—Brother William Arden.

Treasurer—Brother Aaron Tyson.

Place of Meeting—**Oddfellows' Hall, Ulverston.**

LIGHTBOURN LODGE, ULVERSTON.

Established—1838.

Present Trustees—P.G.'s James Grice and E. A. Salmon, and Brother
Richard Postlethwaite.

Number of Members—201.

Worth of Lodge Funds (at December, 1904)—£1,098 3s. 6d.

Treasurer—P.G. James Walker.

Place of Meeting—**Oddfellows' Hall, Ulverston.**

HISTORY OF ULVERSTON DISTRICT.

FURNESS ABBEY LODGE, DALTON-IN-FURNESS.

Established—1836.

Trustees—Dr. A. J. Cross, and Brothers J. Hird, W. Bamber, and P.P.G.M. James Carr.

Number of Members—227.

Worth of Lodge Funds—£1,718 10s.

Secretary—Brother Herbert Leyland.

Treasurer—P.P.G.M. Frank Fisher.

Place of Meeting—**Nelson Street Board Schools.**

BROUGHTON TOWER LODGE, BROUGHTON-IN-FURNESS.

Established—1837.

Trustees—P.P.G.M. T. Bond and P.G.'s James Butterfield and William Postlethwaite.

Number of Members—227.

Worth of Lodge Funds—£3,887 8s. 8d.

Secretary—Brother H. J. Dawson.

Treasurer—Brother George Thackeray.

Place of Meeting—**Schoolroom, Princes Street.**

BARROW LODGE.

Established—1855.

Trustees—P.P.G.M. A. Rilev, Brother Thomas Pennington, and P.G. William Palmer.

Number of Members—374.

Worth of Lodge Funds—£2,083 9s. 2½d.

Secretary—Brother John Addison, Strand, Barrow-in-Furness.

Treasurer—P.G. Joseph Richardson.

Place of Meeting—**Welcome Hotel, Church Street, Barrow-in-Furness.**

HENRY KITCHIN LODGE, BARROW-IN-FURNESS.

Established—1875.

Trustees—P.G. T. Wright, D.G.M. Robert Fenton, and Brother William Wright.

Number of Members—121.

Worth of Lodge Funds—£637 8s. 4d.

Secretary—P.G. William Fenton.

Treasurer—P.P.G.M. H. B. Herdman.

Place of Meeting—**Furness Hotel, Bath Street, Barrow-in-Furness**

HISTORY OF ULVERSTON DISTRICT.

G. J. LEHRLE LODGE, BARROW-IN-FURNESS.

Established—1875

Present Trustees—Brothers Charles Harrison, W. Reynolds, and R. S. Wilkinson.

Number of Members—51.

Worth of Lodge Funds—£805 1s. 6d.

Secretary—Brother George Harding.

Treasurer—Brother Edward Wickham.

Place of Meeting—**Welcome Hotel, Church Street.**

WALNEY LODGE, BARROW-IN-FURNESS.

Established—1890.

Number of Members—55.

Worth of Lodge Funds—£417 17s. 2d.

Secretary—Brother W. A. Hewitt.

Treasurer—Brother William Frearson.

Place of Meeting—**Devonshire Hotel, Barrow Island.**

VICKERSTOWN LODGE, BARROW-IN-FURNESS.

Established—1903.

Present Trustees—P.G. R. Kincaid, P.G. J. Hilton, and Bro. G. Bevan.

Number of Members—24.

Worth of Lodge Funds—£30.

Secretary—P.G. W. Roberts.

Treasurer—Brother Frank Coates.

Place of Meeting—**Town Hall, Vickerstown.**

SALTHOUSE LODGE, BARROW-IN-FURNESS.

Established—20th February, 1904.

Trustees—D.G.M. Robert Fenton, P.G. W. S. Cannel, and P.G. J. Balmer.

Number of Members—19.

Worth of Lodge Funds—£17 10s.

Secretary—P.G. Thomas Robinson.

Treasurer—P.G. James Carr.

Place of Meeting—**St. Luke's Hall, Roose Road.**

HISTORY OF ULVERSTON DISTRICT.

DUDDON LODGE, MILLOM.

Established—1878.

Trustees—Brother J. E. Howarth and P.P.G.M. James Casford.

Number of Members—184.

Worth of Lodge Funds—£825 9s. 5d.

Secretary—Brother W. J. Rodgers.

Treasurer—Brother J. C. Llewellyn.

Place of Meeting—**St. George's Hall, Millom.**

ST. MICHAEL'S LODGE, BOOTLE, CUMBERLAND.

Established—1896.

Trustees—Richard Grice, Esquire ; J. H. M. Ritson, Esquire ; and
John Grice, Esquire.

Present number of Lodge Members—59.

„ „ Admitted Members—30.

Worth of Funds—£315 4s. 6d.

Secretary—Brother William Robinson.

Treasurer—Brother James Barker.

Place of Meeting—**Captain Shaw's Schoolroom.**

ST. MARY'S LODGE, CARTMEL.

Established—1837. (Taken over by the Ulverston District, 1887.)

Number of Members—72.

Worth of Lodge Funds—£648 19s. 4d.

Secretary—Brother William Storey.

Place of Meeting—**Shaftesbury House, Cartmel.**



In conclusion I have to express my indebtedness to the Prov. C.S. and the Secretaries of the various Lodges in furnishing necessary statistics for the foregoing information.

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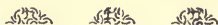
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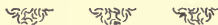
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Barrow-in-Furness, March, 1906.

ALFRED ASLETT,
Secretary and General Manager.

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Barrow-in-Furness, March, 1906. **ALFRED ASLETT**, SECRETARY & GENERAL MANAGER.

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Grand Master.



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BRO. J. H. HAWKINS,
Deputy Grand Master.



BRO. THOMAS COLLINS,
C.S. of the Order.



BRO. WALTER COLLINS,
Assist.-C.S. of the Order.



HIS WORSHIP THE MAYOR OF BARROW

(Bro. G. S. HEATH),

Chairman of General Committee.



THE MAYORESS OF BARROW,
Vice-President of Ladies' Committee.



Photo by

John Fergus. Largs.

BRO. SIR C. W. CAYZER, BART.,
President of Executive and Finance Committees,



Photo by

A. Hollis, Barrow.

LADY CAYZER,
President of Ladies' Committee.



Photo by Dickinson.

114, New Bond St., London.

BRO. RICHARD RIGG, P.P.G.M.,
Vice-President of Executive and Finance Committees.



MRS. RICHARD RIGG,
Vice-President of Ladies' Committee.

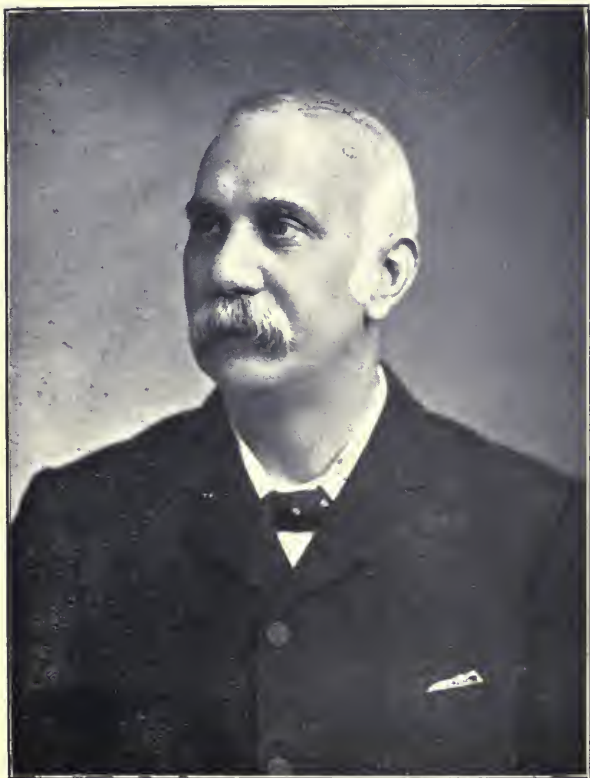


Photo by

A. Hollis, Barrow.

BRO. ALDERMAN A. BARROW,
Vice-Chairman of General Committee.



Photo by

A. Hollis, Barrow.

BRO. ROBERT THOMPSON,
Vice-President of Executive and Finance Committees.



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A. Hollis. Barrow.

BRO. H. B. HERDMAN, P.P.G.M.,
Chairman of Executive,



Photo by

A. Hollis, Barrow.

BRO. J. PEARSON POSTLETHWAITE, P.P.G.M.,
Hon. Sec. of Executive and General Committees.



BRO. GEO. LAMB, PROV. G.M. (1905),
Hon. Sec. of Lodgings' Committee.

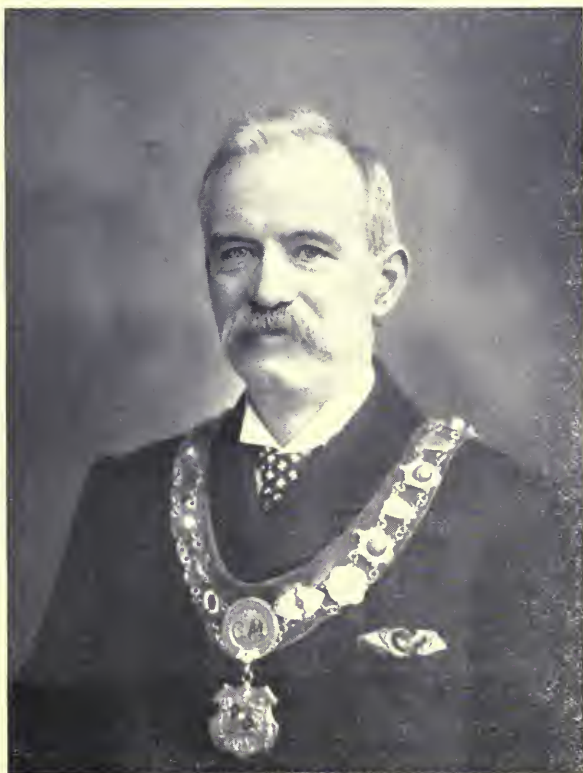


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BRO. J. P. TAYLOR, PROV. G.M.,
Vice-Chairman of Reception and Entertainment Committees.



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BRO. R. FENTON, PROV. D.G.M.,
Chairman of Reception and Entertainment Committees.



BRO. W. PEARSON, PROV. C.S.

To (Mrs) J. L. Fisher a Quaker
 Please my affectionate regards to her
 April 1919.



Photo by

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BRO. FRANK FISHER, P.P.G.M.,
 District Treasurer.

To (Mrs) J. L. Fisher and Annie
 To Carlton Avenue



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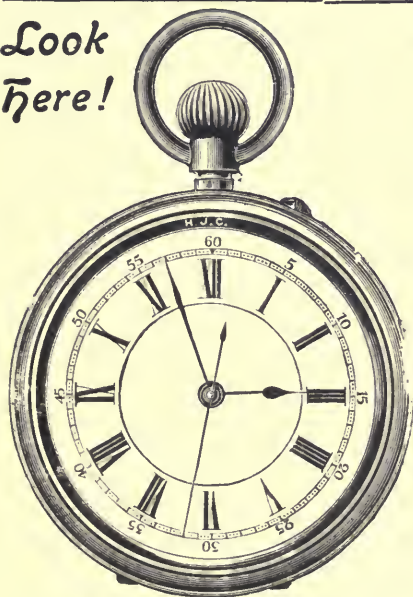
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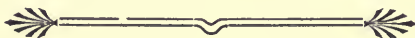
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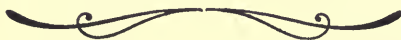
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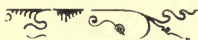


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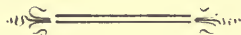
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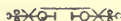
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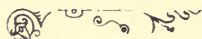
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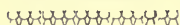
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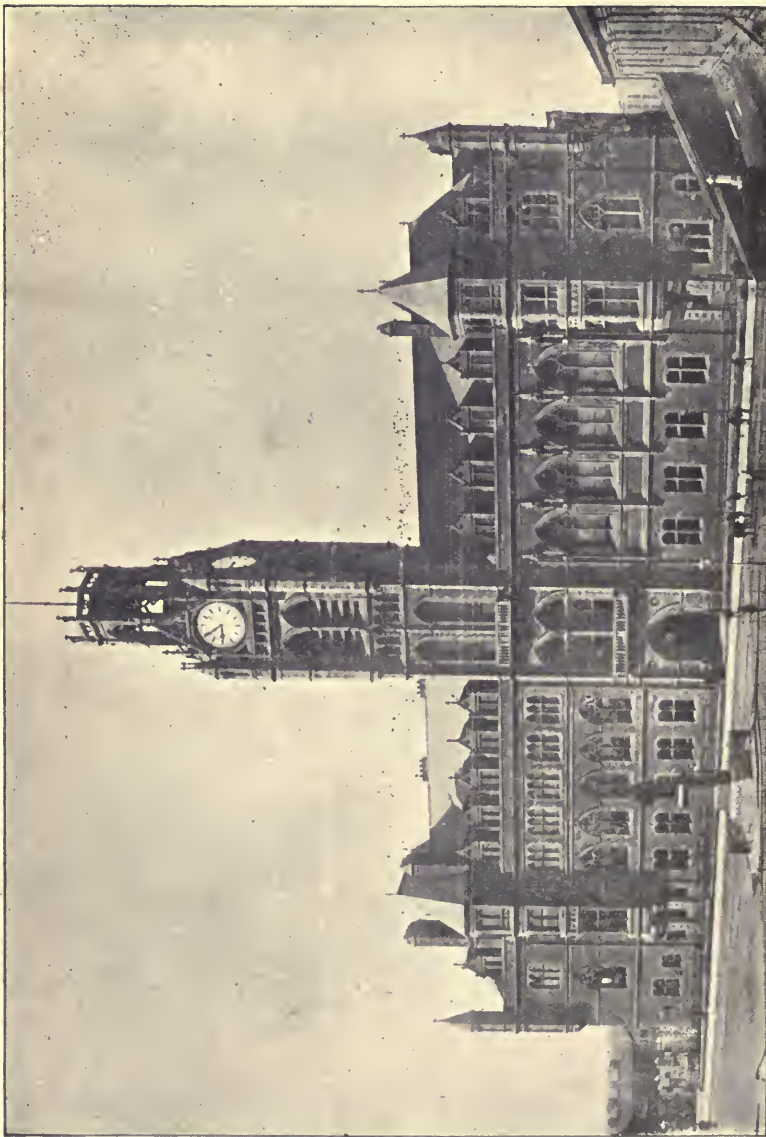
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A.M.C. - - 1906.

DELEGATES' GUIDE

TO

BARROW-IN-FURNESS

AND TO THE

LAKE & SEA TRIPS

IN THE DISTRICT.

SPECIALLY WRITTEN BY

Mr. S. S. LORD, J.P.

Barrow-in-Furness :

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INTRODUCTION.



BARROW-IN-FURNESS is one of the few modern towns in England. About 70 or 80 years ago it was a small but delightful seaside hamlet, where the conditions of life were simple and the wants of the few people who lived in the place were few, beyond those which they were enabled to supply themselves with. By reason of the existence of large deposits of hematite iron in the district, and the value of these ores as the essential element in the production of iron and steel, Barrow came into life. Its growth has been rapid but gradual, and the hamlet, which in

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1830 was a small group of farms or fishermen's dwellings, has grown into a busy manufacturing town, with a population at the present time, according to the Corporation Year Book for the current year. of 67.938 souls, and this is increasing, and is likely to go on increasing in the future.

The visit of the Annual Moveable Conference of the Independent Order of Oddfellows, M.U , makes it necessary that some handy guide or book of reference shall be provided, in order to give them in brief and readable form something of the history and attractions of the town, and also to give them some idea of its marvellous growth and future prospects. With this object we propose to deal firstly with the early history of Barrow, and shall then proceed to describe the great industries which have made Barrow, and are still the source of its prosperity ; the port and railway facilities of the place, Municipal government, public buildings and institutions, the environs of Barrow. Furness Abbey and the Lake District By this means the delegates will get the best idea possible of a town and district which witnessed perhaps the most marvellous growth and expansion of any town in Great Britain during the nineteenth century.

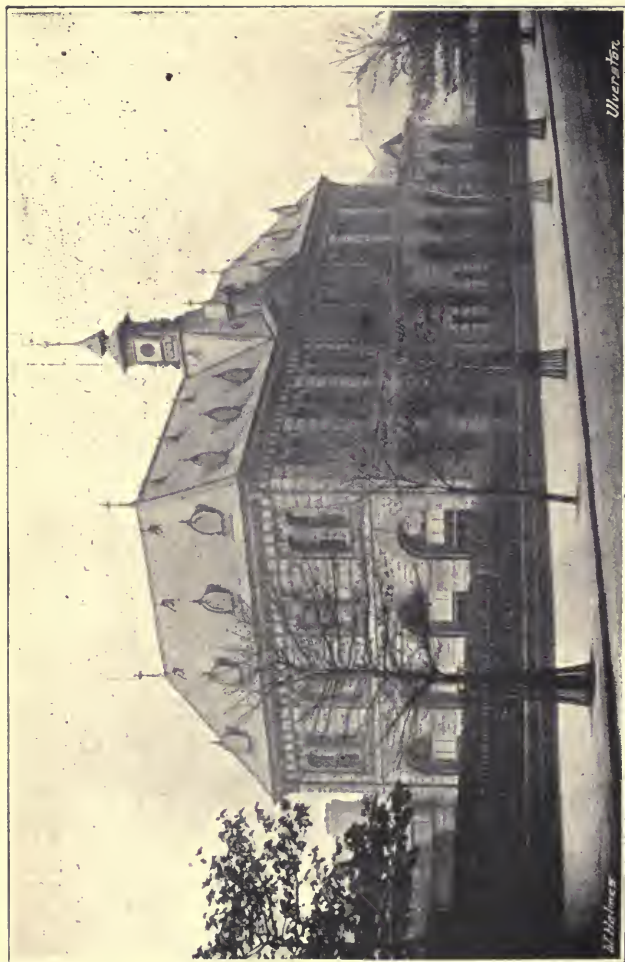
Barrow, it may be stated to begin with, is built at the extreme end of the peninsula of Furness, and is sheltered from the Irish Sea by the island of Walney, which is ten miles long and less than a mile in width. This island forms a natural breakwater from the sea, and at the same time provides a fine harbour for shipping The town is in the county of Lancaster. although in a detached part of the shire, for a tongue of Westmorland runs down to the sea at Arnside, and divides the palatine county into two parts.

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There are four islands at the entrance to Barrow harbour—Walney, Piel, Fouldrey, and Sheep Islands. The latter is used as the *locale* of an infectious diseases hospital in connection with cases of dangerous diseases reported on ships which come into the port. Piel and Fouldrey Islands are mainly utilised for the purposes of sheep, but on Piel Island there is the ruins of an old Castle, which dates back to the time of King Stephen, when Furness Abbey was in its prime. Drayton, the poet, writing on Walney, Piel, and Fouldrey, says :—

“ The Isle of Walney lyes, whose longitude doth swage
His fury when his waves on Furnesse seem to warre,
Whose crooked back is arm'd with many a rugged scarre
Against his boisterous shocks which this defensive Isle
Of Walney still assaile, that she doth scorn the while
Which to assist her, with the Pile of Fouldry set,
And Fouldry at her backe, a pretty insulet.”





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CHAPTER I.

EARLY HISTORY.



BARROW in the old maps is a place difficult to discover. In some old Ordinance surveys it is described as Barrow Head. At any rate, the place was one of the quietest it could be possible to imagine in the days when the people who inhabited the place were a few farmers and a few fishermen. Then Barrow was the place for the huntsman, and for game of all sorts. It was a long distance from the rest of England, and the means of reaching Barrow were very poor, and certainly not inviting. The coaches in pre-railway days went as far as Ulverston, nine miles away, but never reached Barrow. They crossed the sands from Lancaster to Ulverston by means of Kents ford and the Leven ford, and on reaching Ulverston proceeded North by way of Broughton-in-Furness, and on to Ravenglass and Whitehaven. Barrow at this time was practically out of the world, but the discovery of iron ore in considerable quantities in this district first of all led to the transhipment of the raw material from the mines

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to Barrow by means of carts, and small vessels were loaded with the ore, lying at anchor in the Barrow channel. The trade began to grow, and piers were first built, and afterwards a railway was made from the mines to Barrow. This was the beginning of the Furness Railway system. But as soon as this small branch of railway was completed fuller discoveries of raw material were made in the district, notably the discovery of Park Mines by the late Mr. H. W. Schneider. This was the real beginning of the development of the town and port of Barrow, for with fuller sources of supply there was a sudden big demand for hematite iron, and this led not only to the shipment of large cargoes of ore to various parts of England and Scotland, where smelting works existed, but to the erection of blast furnaces at Barrow, and this in course of time was followed by the provision of large steel works, followed in later years by the building of the gigantic shipyard, which is Barrow's present chief source of trade and employment.

In the old days, before Barrow began to emerge from its small and humble position, the people were very self-resourceful. They lived for the most part on the corn they grew, the cattle they reared and fed, and the fish they were able to catch in the channels and out at sea. They made their own clothes from the wool grown on their sheep, and made their own shoes from the leather they tanned from the skins of the animals they killed. They found their own fuel in the peat mosses which abound in the district. No better instance of what most of us regard as a Utopian existence could probably be furnished throughout the country. The people very seldom went away from home, and a journey to London was almost unheard of, and

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certainly never happened except perhaps in the instance once or twice in the lifetime of the Squire of the place. The people lived in fact within themselves, and married and intermarried to such an extent that everybody was related to everybody else. The provision of a railway system throughout Furness, connecting with the main lines at Carnforth, brought about a wonderful change in this respect, but the aborigines were on their guard, and looked upon "off-comers" with some suspicion, until they found that the evolution of the district and the civilizing agencies at work were likely to bring grist to their mills, and they therefore gradually adopted a policy of assimilation and friendship, which has led to satisfactory results alike to themselves and the new comers.

THE BLOOMERIES OF FURNESS.

There are evidences throughout the Furness district that the valuable hematite ore deposits were worked many centuries ago by means of the primitive methods then in vogue. The Rev. T. Ellwood, M.A., Rector of Torver, has given us more than one instructive paper on the "Bloomeries of Furness," in which he locates the sites on which these bloomeries stood by reason of the great accumulations of scorea to be found in various parts of the district. Coal, to say nothing of coke, was not then used in the smelting of iron. Furnaces of a small type were built, and the wood from the many forests which then abounded in the district was used for the purposes of fuel, either in the dried state, or more probably after having been made into charcoal. Indeed, throughout the Furness district to-day, much charcoal is made, and, while some of it is used for the manufacture of

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gunpowder, some is used, as in the case of Low Wood, on the river Leven, within four or five miles of Windermere Lake, where charcoal iron is made to this day—a metal of high commercial value and of great use in the cutlery, gun manufacture, sewing machine, and other trades, where a very pure metal is needed.

At one time the charcoal iron trade of Furness was a very important one. Furnaces are still standing at Duddon and at Newlands which were worked the latter up to a few years ago, and the former certainly half a century ago. But prior to the erection of these charcoal furnaces, iron was smelted at the old bloomeries. How they got the blast requisite to bring the raw material into the zone of fusion is not clear, but certain it is that, after the ores were reduced, the metal was allowed to go cold in the furnace, and was subsequently removed as a “button” of iron and then the process, tedious and of comparatively small result considering the return involved, was repeated. What a contrast to the modern blast furnace which can yield 2,000 tons of crude iron per week.

THE MONKS AS IRON MAKERS.

The monks of Furness, who many centuries ago were the lords of the soil of the district, and had full civil power, are credited with much activity in the working of the valuable mineral resources known even in their day to abound on all sides. Indeed, the monks not only attended to the spiritual duties which devolved on them, but devoted their attention to agriculture, mining, fishing in the fresh-water streams as well as in the sea, and to every avocation in which the people

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under their charge were engaged. In many senses their energy was not less than their ability and capacity, for, considering the primitive methods they had to adopt, owing to the fact that scientific methods—since discovered as the result of centuries of experience and invention—were not at command, the results they managed to achieve were simply astounding. Their history, in fact, proves how much can be accomplished even by small means and limited resources when once work is tackled by vigour, and with a determination to succeed. Much that is made ready to our hands to-day had to be created in the days of the monks of Furness before they could commence the real work before them. Yet they succeeded admirably, and in this sense were worthy examples of what patience and determination can achieve when properly directed.

FURNESS 1,000 YEARS AGO.

Before proceeding to the early development of the iron-mining industry of Furness on a large scale—the precursor of Barrow's industrial and commercial progress—it is well that we should devote some small space to the very early history of this district, as to which I propose to quote several passages from an interesting lecture, delivered in Barrow in 1895, under the auspices of the Barrow Naturalists' Field Club, by Mr. W. J. Collingwood, the talented biographer of Ruskin, on the subject of 'Furness a Thousand Years Ago'. No authority could more capably deal with this interesting question than Mr. Collingwood, because he has made very careful study of the subject, and the result of his work may be taken as the most reliable data as to early Furness history. Moreover, his deductions and opinions are of a highly

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interesting nature, and worthy of being read by every student, either of English history or of the English people.

“ In the year of Grace 1895, and in this very autumn,” said Mr. Collingwood, “ Furness might celebrate an interesting festival – its millenium, for, if old books tell the truth, it is exactly 1,000 years since the forefathers of Furness folk settled in their homes. It has long been held by students of history and local antiquities that the native-born families, old stocks of the country-side, represent a colony of Northmen, who came in before the Conquest, and stayed in spite of it. ‘ Our Anglo-Saxon ancestors ’ is a phrase that hardly applies in Furness, ‘ Our British ancestors ’ still less. ‘ Off-comes ’ there are no doubt in plenty, but the old original inhabitants are descendants of the Vikings.”

The ancient kingdoms of Dublin, Man, and the Isles, and their ancient earldoms of Orkney, Shetland, Caithness, Sunderland, Galloway, and Pembroke, bear to this day the stamp of the Viking settlements in the place, names of the country, and in the character of the people, and by the same token Furness is known as the home of a Viking colony, though the inhabitants have long since become English. One thousand years ago, or more, the Northmen began the invasion of the Irish Sea by means of piracy. They came in long ships for fair weather and oars for foul, and they ran up shallow creeks and hardly navigable rivers, whence they got the name of Vikings – the men of the creeks or bays. It is shown that the Northmen came to Furness under Harold, where they took refuge in the creeks and bays after a brisk encounter with another section of Vikings off the Isle of Man. They found here, as Mr. Collingwood tells us, “ a well-wooded, well-watered country, undefended, and inviting

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them." This was in 895, and the Vikings then "found a fair field for colonisation and the elbow room they liked, for they never crowded into towns and villages." They accordingly gave up piracy, and spent most of their time in farming. Mr. Collingwood gives a whole list of name places in Furness and names of people as indicating the presence here of the Vikings. "So as the pirates turned ploughmen, the Norse became at last, slowly but surely, Englishmen, and the English race was the richer, as the long list of Furness worthies prove, for the new blood that warmed it out of the veins of the Vikings "

But while it is true that the blood of the old Vikings intermingled with that of the old inhabitants of Furness, it is equally true that the subsequent development of the district brought into it inhabitants from all parts of the country, and, to begin with, particularly from Staffordshire and Cornwall, as these people were well acquainted not only with iron mining, but with iron and steel making. At the same time it is interesting to know that the Viking was the first strain of any importance in our ancestry, because, as Dr. Fell tells us, the Scythio-British blood, coming through our Norse progenitors, produced the colonisers of the world. Recent times have shown to what extent this remark applies in the vast number of people who have emigrated from this district to America, the British Colonies and possessions, and elsewhere.

THE HEMATITE MINES.

Reference has already been made to the fact that the first cause of Barrow's existence as a town was the discovery of the large deposits of iron ore in the district. The

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hematite mines were not very largely worked up to about the year 1830, but as the demand for iron began to increase with the development of railways, and as the railways themselves acted as the chief agent in this development, more attention was devoted than hitherto to working the hematite resources of Furness, and more particularly so because these deposits were, and are still, the only ones known in Great Britain. In the times before railways existed, these ores were greatly sought for, and were shipped from Barrow to South Wales and Monmouthshire to be smelted in the charcoal furnaces at Neath, Tintern, and Lydney. These furnaces were always built in the vicinity of well-wooded districts, because, first of all, the timber was found suitable for the making of charcoal, and because of the water power which the rivers in these places furnish. Indeed, in our own district, the location of charcoal furnaces was decided mainly by the presence of charcoal supplies, and of water power to furnish the blast for the smelting operations. Not only was iron ore shipped from Barrow, but from Conishead Bank and the Ulverston Canal, the latter being opened for traffic in 1795. It used to be said that Ulverston Canal was the shortest, broadest, and deepest canal in England, but although it may still be the shortest, it is certainly not now the widest nor the deepest, as the Manchester Ship Canal now takes precedence in these respects. It is estimated that the whole volume of export trade in iron ore done by shipping from the Furness district at the beginning of last century did not exceed 3,000 tons a year, and the supply at that time was almost wholly derived from Whitriggs and Lindal. These mines are now very nearly worked out, but they are situate in a district which is yielding a very heavy tonnage of raw material every year.



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GUIDE TO BARROW-IN-FURNESS.

The ore in Furness does not exist in veins, but in "sops" or "pockets," and if the supply is to be maintained, it is necessary for mining enterprise to prospect for new finds, as old deposits are worked out. At the beginning of last century ore was carried from the mines to the ports of exportation by means of pack-horses, and afterwards by the employment of carts, and even to-day some of the roads traversed show signs of the comparatively large carrying done over these roads before the railways were put down and connected with the mines. The ore when carried in carts used to be taken in parcels of from 10 cwts. to 14 cwts. each, and deposited on a floor or bank near the point at which the shipping anchored, high and dry, in the navigable channels, for to begin with there were no piers alongside of which the vessels could be moored. The means of loading and unloading vessels were very primitive indeed, and would never have been resorted to had the trade done been of any volume. The first loading pier erected at Barrow was constructed by the Newland Company. It was about 100 yards long, and connected with the floor, where the ore was deposited to the ship moored mid-channel. The site of this pier was as nearly as possible where the present High Level Bridge stands. By means of this pier, and by manual labour alone, and the use of a narrow guage tram line, three or four men could load a 100-ton schooner in a tide. Subsequently another pier was put out into the channel by the late Mr. Thomas Fisher and the late Mr. Joseph Rawlinson, of Dalton, who was for many years one of the largest shippers of iron ore in the district. This primitive way of dealing with an important trade naturally had to give way to a better state of things when the volume of business doing showed a vast increase. In 1844 the exports of iron ore, which had been but 3,000

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tons a year at the beginning of the century, had increased to 50,000 tons. Carts could not be got in sufficient number to deal with so large a business. It thus came about that the iron ore proprietors of the district agreed to share the cost of a survey, with the view of constructing a mineral line from the mines to the port of Barrow. The scheme was ultimately submitted to the late Duke of Devonshire (then the Earl of Burlington), who was largely interested in the district as a landowner, and his Grace submitted the same to the late Duke of Buccleuch, the lord of the manor of Plain Furness, with the result that these noblemen gave it their support, and helped in its ultimate realisation by contributing largely to the capital required. This was the origin of the Furness Railway Company, for it was decided that not only should the new railway be a line for minerals, but that it should be used for passengers and general traffic as well. Barrow, before this line was made, had not altered much from its original character, as the increase in the shipping trade only led to the employment of a few additional workmen, and the erection of a few small shops to supply the schooners employed in the trade with their several requirements in the way of food and chandlery. As a matter of fact, it was still a seaside village, with a few farmhouses, not more than a dozen houses, and two public-houses—the Burlington and the Ship. The old Burlington has been pulled down to make room for the new High Level Bridge, and a new Burlington has been built with entrances from the level of the bridge and the lower level of the old hotel. The old Ship has also passed away, but a more commodious hotel of the same name has been built to take its place.

No account of the development of the hematite resources

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of Furness would be complete that did not mention the untiring zeal of the late Mr. H. W. Schneider, who came to the district some fifty years ago to prospect for ore. He spent a lot of money in almost fruitless search, and had well-nigh exhausted his financial resources when he made one last determined effort to come across ore at Park, where he had put down several bore holes and found nothing to reward his efforts. But in this last final try he struck ore, and discovered the enormous basin of metal at Park. This mine led to the starting of blast furnaces at Barrow, and subsequently to the building of the great steel works ; and the mine is still being worked, although the output of metal is far below the old averages. Millions and millions of tons of iron ore have been raised here. Another such discovery would mean the future salvation of Furness as an iron and steel producing district.

Since then new competitors have come into the market in the iron ore trade, and much of the ore supply used in this country now comes from Spain and other foreign countries, but it is still a large business in Furness, although some of the best mines have been worked out. There yet remains very large mines containing an abundance of raw material at Ronhead and Hodbarrow, and hopes are indulged in that other large deposits of metal will be discovered as a result of the enterprise which is now being thrown into the work of prospecting.

A GOOD STORY.

The late Mr. Thomas Roper, of Gawithfield, who was Barrow's first historian, and who was intimately associated with the iron ore trade and with the shipping trade, gave in a lecture on Barrow, delivered by him some thirty years ago,

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the following statement of the condition of affairs at the time when the construction of the railway was first decided on. He said :—" Many a happy evening have I spent in the cabin (of the old Ship), the tide sometimes coming in and washing the floor, and one night the landlord, being awoke out of his sleep by hearing the sound of crockery, jumped out of bed, and found himself mid-leg deep in water, the usual bedroom appliances all afloat, and he himself suddenly cured of a sharp attack of rheumatic gout by the shock." How different are things to-day. The tide is kept back, no matter how high it rises, by the very strong and high walls of the great docks that have been built within a stone's throw of the cabin of the Ship.

THE FURNESS RAILWAY.

It was in 1844 that powers were sought by the newly-formed Furness Railway Company to construct the first part of the railway, which now forms part of a very important link in the railway system of the North-west of England. The original scheme was to construct a line from the vicinity of the iron mines at Dalton to the port of Barrow, and to construct another line from Kirkby, where valuable slate quarries then as now existed, to join the line a little to the south of Dalton. This was a small beginning, but the year following powers were obtained to extend the line from Kirkby to Broughton-in-Furness on the north, and from Dalton to Ulverston on the south. Subsequently the Furness Railway Company made a connection with the Whitehaven and Furness Junction Company at Foxfield, a mile to the south of Broughton, and bought up the Ulverston and Lancaster Line, constructed by Mr. John Brogden. Barrow was thus

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put in direct connection with the trunk railway systems of England, and from that time the definite progress of Furness as a district, and of Barrow as a town and port, may be said to date. Since then the Furness Company have extended their railway from Ulverston to Lakeside, Windermere; from Broughton to Coniston; from Arnside to Kendal; and from Plumpton, near Ulverston, to Bardsea. In the sixties the Company acquired the Whitehaven and Furness Junction Railway, and in more recent years became the joint owners with the London and North-Western Railway Company of the Whitehaven, Cleator, and Egremont Railway, and joint owners with the Midland Railway Company of the line connecting the Furness system with the Midland between Carnforth and Wennington. The Railway Company also bought up the Windermere United Steam Yacht Company, and is thus now a very important factor in the railway interests serving the North-west of England.

BARROW'S INDUSTRIAL GROWTH.

While it is quite true that the Furness Railway was constructed to give better facilities for the carriage of ore from the mines to the creek of Barrow, for it had not up to then assumed the dignity of a port, it is equally true that the construction of the railway, and the connection of Furness with the great trunk railway systems of the country, led to the establishment of the great iron and steel works at Barrow, which are described in another chapter. First of all, it was considered by Messrs. Schneider & Hannay, who first erected blast furnaces at Barrow, that instead of exporting iron ore on so large a scale, it was better to smelt the ore on the spot, and ship it and send it away by rail as pig iron. The furnaces

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at Hindpool commenced work in 1859. The supply of iron was drawn mainly from the Park Mines, owned by Messrs. Schneider & Hannay, and the coke was obtained, as it is to-day to a very large extent, from the Durham ovens, the limestone necessary for fluxing being secured in the district. While, in 1857, the twenty-two iron mines in the district yielded 464,853 tons of metal, nearly the whole of which was shipped to North and South Wales, and sent by train to Staffordshire, the Midlands, or the West Riding of Yorkshire, the yield of the iron mines in 1864, or seven years later, had increased to 691,421 tons, and no less than 239,523 tons of this was used at the Barrow furnaces.

GROWTH OF POPULATION.

Naturally, the inauguration of an important industry like this would bring together a large population. Barrow soon began to shape itself into a town, and, from the beginning, the salutary directing influence of Sir James Ramsden (then Mr. James Ramsden) was felt, for he schemed to make Barrow a big town, and took precaution, before the incorporation of the town and for very many years afterwards, that the streets of the town were laid out on a modern basis, that good broad right-angled thoroughfares were mapped out, and that the building regulations were made to fall in with a bold conception of a great industrial centre. To-day, we are enjoying the benefits of Sir James Ramsden's foresight and timely direction, for Barrow is undoubtedly one of the best laid out towns in the Kingdom. But this is a digression.

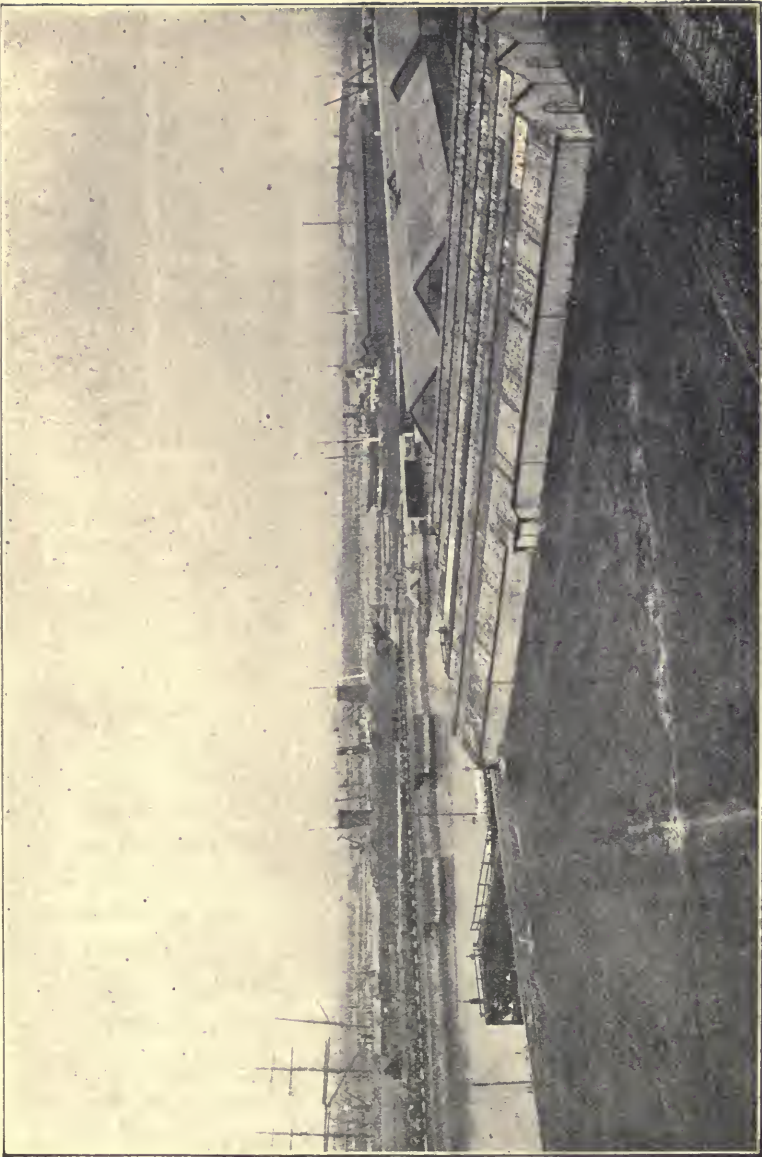
No sooner had Messrs. Schneider & Hannay demonstrated the success of their enterprise as smelters of hematite iron than the wisdom of starting the steel trade at Barrow was

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seen, because the invention of Sir Henry Bessemer opened up new possibilities in the steel trade, which Barrow, situate in the heart of the only British hematite region, was best capable of developing. In 1864, Sir James Ramsden projected the Barrow Steel Company, which absorbed the Barrow Iron Works and the large mining interests of Messrs. Schneider & Hannay. The Barrow Hematite Steel Company was registered in 1866, and the late Duke of Devonshire became its Chairman, with Sir James Ramsden as Managing Director, and with Mr. H. W. Schneider, Mr. Robert Hannay, and Mr John Fell as Directors, and Mr. J. T. Smith, General Manager. For a long number of years, the Company was worked with the most successful results, and has been able even during recent years to make a gross profit of something like £100,000 a year ; but keen competition in the iron and steel trades set in some years ago, when it was found commercially possible to import large cargoes of Spanish hematite ore to various centres in this country where supplies of coal were available. The foreign ores cost more than the native ores, but this is compensated for by cheaper supplies of fuel, at the works at which these ores are imported on the East Coast, in Wales, and elsewhere.

BARROW'S GREAT DRAWBACK.

The question of dear coal is the only handicap the Furness district has. Many courageous attempts have been made to discover coal here, but they have failed up to now, and indications of coal measures are not in any sense conclusive. But even with this keen competition Barrow can hold its own in the iron and steel trades of the country, although of course a lower range of prices obtain than would



THE RAMSDEN DOCK.

Photo by A. Hollis, Barrow.

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probably be the fact had not the Spanish hematite mines been opened out on so large a scale in the interests of hematite iron smelters in South Wales, the North of England, and Scotland. It is indeed quite like carrying coal to Newcastle to find many large cargoes of Spanish ores landed every week at the port of Barrow and elsewhere on the West Coast, for use in the smelting furnaces along with native ores.

BARROW'S MAINSTAY OF TRADE.

In the earlier history of the town of Barrow, the Iron and Steel Works at Hindpool were the mainstay and backbone of trade, but there are probably more ups and downs in this business than in any other, more fluctuations in trade, intense activity at one time and acute depression at another. In consequence of this fact, Barrow was looked upon as a mushroom sort of place, that had had a speedy growth and would be sure to show equal celerity in decay, but it has shown to all its detractors that it has inherent natural advantages which are gradually being recognised, and which year by year are working in the direction of consolidating the town, and making its future more and more secure from an industrial and commercial point of view.

The great prosperity which attended iron and steel manufacture in the seventies induced the leading capitalists of Barrow to speculate in various new enterprises with a view of creating new commercial and industrial interests in the place, and of taking advantage of the great natural facilities and resources Barrow has at its command. The chief of these new enterprises were those of providing a big Shipyard and Marine Engineering Works on Old Barrow, the erection of large Flax and Jute Works, mainly with the view

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of giving employment to young women, and the erection of a Steam Corn Mill. Other minor developments occurred kindred to the chief industries of the town, but naturally the most important of these schemes, as history now demonstrates, was the construction of the Shipyard, because to-day it is the largest and most complete establishment of its kind in the world, and so far as the employment of labour and the circulation of money is concerned, far outstrips the Iron and Steel Works, important as the latter is.

As the large industrial establishments of Barrow are treated in a separate chapter, it is only necessary to say here that these great concerns are indicative of Barrow's chief characteristic. Whatever is done in Barrow is done on a large scale. The Iron and Steel Works were up to recently the largest concern in the world engaged in that trade. The Naval Construction Works of Vickers, Sons & Maxim on Old Barrow are, as we have already said, the largest and best equipped in the world. The docks at Barrow admit the largest ships ever built or ever likely to be built, and that is saying a deal when 30,000-ton vessels are being launched every now and then from the great shipyards, and when battleships of 18,000 tons and 80-ft. in width are being built by the Great Powers.

While Barrow has won its spurs in the shipbuilding world, equal success has not attended the Flax and Jute Works. To begin with, two destructive fires completely disabled these works, first on the weaving side and secondly on the spinning side. As the concern was not a commercial success, which was much to be regretted, seeing that employment was given to a large number of young people, the spinning department was not rebuilt, and now instead of the

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trade of the port being encouraged by the importation of jute direct from Calcutta, jute yarns are now largely bought and woven ; but the number of hands employed is very much less than was the case when the whole of the works were in active operation. This concern has now passed out of the hands of the Barrow Flax & Jute Company, Limited, and is owned by the Barrow & Calcutta Jute Company, Limited.

In the busy seventies, the late Mr. S. J. Claye, of Derby, built very large works at Barrow, for the manufacture of railway wagons, but this establishment led to failure, and although the works have been twice restarted for other purposes of manufacture they have never made much headway, and are at present unemployed. They are now on sale, and the opportunity is afforded to any enterprising firm of acquiring them at a cheap price. The hope of Barrovians is that some day this place will change hands and become as busy a hive of industry as any in town.

A successful Wood-pulp and Papermaking Works have been established at Barrow, under the auspices of the Kellner-Partington Coy., and these are regularly fully employed and afford labour for a large number of hands, including women and girls. There is in Barrow too small a supply of this class of labour, and it is hoped that other trades will be started in the town some day to make up for this deficiency.

CHARTER OF INCORPORATION.

As the town increased in population, means were taken to get a charter of incorporation, which was granted in 1867—more fully referred to in *Chapter iv*. It will be readily understood that the rapid growth of a town like Barrow necessitated

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such public guidance as could only be obtained by means of a Town Council, and it can equally readily be understood that that Council, when once formed, had a very great responsibility to face, a responsibility which, of considerable importance to begin with, was nearly always of a growing character. It is all very well for a Council to make its arrangements for a town of say 20,000 people, but Barrow, which had a population of only 16,000 in 1867, began to develop in the seventies in such a way as to raise the population to more than double that number, and at the present time its population is somewhere between 60,000 and 70,000 souls. It was therefore of immense advantage to Barrow that it had the guiding influence of Sir James Ramsden, who was its first Mayor, and who occupied the civic chair for five succeeding years, and who made his plans for a town of 100,000 people. Whether that figure will be reached it remains for the future to determine, but there certainly is more probability to-day of such a result being attained than at any period in the history of Barrow.

BARROW DOCKS.

It is a remarkable fact that while Barrow's importance in the shipping trade was first secured, and its foundations laid by the large export trade of iron ore, that trade has now to a great extent vanished, and the ore that is raised in the district is either consumed in the many blast furnaces that exist at Barrow, Ulverston, Carnforth, Askam, Millom, and in West Cumberland, or is carried away to different parts of the country by rail. The port of Millom is an exception to this statement, for at the present moment there is probably more native ore exported than at any time in the history of the

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district. This, however, is owing to the fact that the most valuable hematite iron ore mines exist at Hodbarrow, alongside the wharf, and the cheap facilities of shipment are such as make its transport to iron-smelting centres of the highest commercial value ; but in the case of Barrow the tables have been completely turned, and instead of at present having the large exportation of native ores as in the past, there is a very large importation of Spanish and other ores for use in the smelting furnaces of the district.

To a very great extent, the Furness Railway Company's policy of constructing docks at Barrow was guided by the vast tonnage of exports which the iron ore trade furnished, as well as by the desire to promote the prosperity of the town of Barrow and district by encouraging imports, and thus giving facilities to traders which would foster the growth of new industries in the place. No more courageous enterprise was ever tackled by any company than the dock enterprise of Barrow, and, although the docks have not been the great advantage to the Furness Railway Company which it was believed they would be originally, it is certain that the town and trade of Barrow has profited immensely by them. The first step in dock construction was taken by enclosing, under Parliamentary powers, the Old Barrow Channel lying between Barrow proper and Old Barrow Island. Here two docks were constructed—the Devonshire and the Buccleuch, named after the two Dukes who represented territorial and manorial interests. These docks, which respectively contain 33 and 35 acres, gave a wharfage accommodation one and a half miles in length. The docks were opened on the 19th of September, 1867, which was one of the most memorable days in Barrow. The ceremony was performed by the late

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William Ewart Gladstone, who was the guest of the Duke of Devonshire, and addresses were presented to Mr. James Ramsden (afterwards knighted) for the zeal and devotion he had shown in the development of the town and its interests, and for the prominent part he had taken in the great dock scheme, which afforded special facilities for extending the commerce and developing the trade of the district ; and to the Duke of Devonshire and the Directors of the Furness Railway Company, hoping they might be long spared to continue their career of usefulness, and congratulating them on the result of their earnest labours in developing the resources of the district.

Mr. GLADSTONE, on that occasion, made an important speech, which he concluded as follows :—

“ I do not transgress the bounds of prudence when I say that the progressive impetus of iron, the continued pressure of iron upon the prices of other useful materials, is a progress so rooted and fixed in the essential wants of society, and so developed in ten thousand forms, that it assumes the character of a law of modern trade and industry ; that the basis upon which the prosperity of this town is to be built is not only a broad and solid basis, but one that we have the best and most solid reasons for believing we shall see extended from year to year of our lives.”

THEN AND NOW.

One naturally wonders what would be Mr. Gladstone's opinion of Barrow now, were he still alive, and aware of the many changes that have since occurred in the character of the town and its industries, and in the prospects which are before it in the future. What was true then of the town's

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position in the iron and steel trades is not so true now, owing to keen competition from quarters which were not then looked upon as likely to take prominent positions in the same industries, and owing to the development of the Spanish iron mines as competitors with the native product ; but, while to some extent the town and district have had to face this new condition of things, other conditions have arisen which have placed the town on a more solid, staple, and permanent basis than was the fact when Mr. Gladstone visited Barrow in 1867. But after all, the valuable hematite resources of Furness, and the erection of large iron and steel works at Barrow, were really the genesis of Barrow's existence, and the vast profits which accrued from these trades led to the foundation of shipbuilding and other kindred industries, and that on such a scale as to place the town right in the forefront of these trades. So that, while recognising the origin of the birth of Barrow as a town, and the fact that that origin was the means of leading the town on to still more important industrial developments, that are likely to be a grand stand-by for the future, we are still assured that natural advantages still give the town a commanding position in the iron and steel world so long as the deposits of rich hematite, with which the district abounds, are unexhausted. And even then Barrow will still possess its great shipbuilding industry and other concerns whose success and existence do not depend on the local iron trade.

THE RAMSDEN DOCK.

So successful were the Devonshire and Buccleuch Docks in developing the trade of shipping at the Port of Barrow, that the Furness Railway Company determined on a further

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dock extension, and constructed the Ramsden Dock, of some 290 acres in extent—the largest dock in the world—in order to accommodate a larger type of vessel, and to foster and encourage Transatlantic and other heavy traffic in this direction. The dock was constructed with an entrance width of 100 feet—then the broadest entrance in the world, and vessels of the deepest draft of water could enter, at any rate, the Ramsden Dock basin. It was found necessary, during recent years to lower the cill of the Ramsden Dock lock to the same depth as at the entrance gates, so that not only the large war-ships and heavy-tonnage commercial ships built at Barrow now-a-days can enter the whole series of docks, but also the huge 30,000 ton vessels which are now employed in the great carrying trades of the world.

This new dock has not, unfortunately, proved the success which it was hoped to be when it was built. It has not been found possible to direct to Barrow a large import trade, probably owing to the fact that the Furness Railway Company, who own the docks, have only some 28 miles of a run to Carnforth before joining the trunk lines of the London and North-Western and the Midland Railway Companies, and the impossibility, therefore, of arranging cheap through freights to the populous towns of the country, as these great railway companies have their own interests to watch in other directions ; but now that the carrying trade of the world is mainly conducted in steamers of very large tonnage, the undoubted facilities for docking these great ships at Barrow is sure to lead some day to greater use being made of these docks.

Since the docks were established at Barrow a very large import timber trade has been created, and also a big business

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in crude and refined oils, carried in great tank steamers, which discharge their cargoes by means of pumps into huge oil tanks built on the margin of the Ramsden Dock. These tanks not only supply oil by rail to consumers over a very large district, but also supply small tank and other steamers with oil for exportation to other ports, Barrow having become an important centre for this particular trade.



P.S. "LADY MARGARET."

STEAM NAVIGATION.

Incidental to the development of Barrow as a port, a channel service of steamers, owned conjointly by the Furness and the Midland Railway Companies, but now owned absolutely by the latter Company, was established as far back as 1867, and from that time to this they have traded daily between Barrow and Belfast, and during the summer season between Barrow and Douglas, Isle of Man. Both these services of steamers have become highly popular.

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Steam communication has also been successful for many years between Barrow and Liverpool, and up to recently between Barrow and Glasgow. There is reason to believe that the latter service will be renewed, as the development of the shipbuilding and marine engineering trades has necessitated the resuscitation of a steamboat service between the Clyde and Barrow. For the past few years the Furness

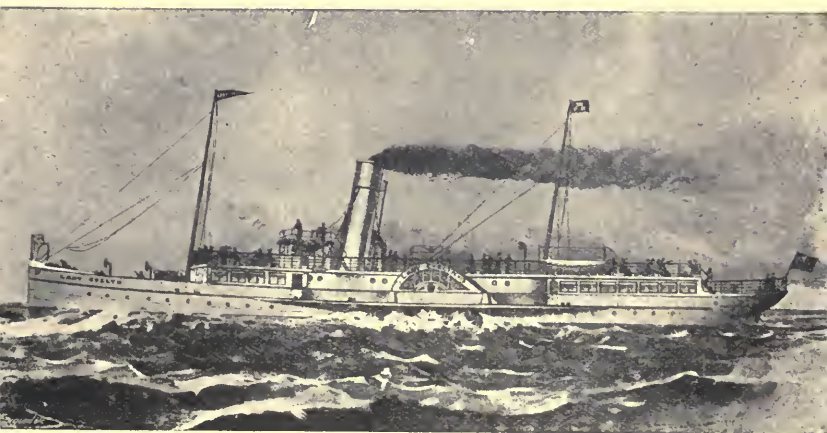


Photo by

P.S. "LADY EVELYN." *A. Hollis, Barrow.*

Railway Company have run steamers between the ports of Barrow and Fleetwood for Blackpool during the summer season, and it has proved so popular that a great impetus has been given to the passenger receipts of the Furness Railway, as during the season vast numbers of people make use of this route for a flying day visit to the Lake District. Indeed this new steamer service has become so popular that the Company will be forced at an early date to put on a third steamer in order to be able to compete with the growing traffic.

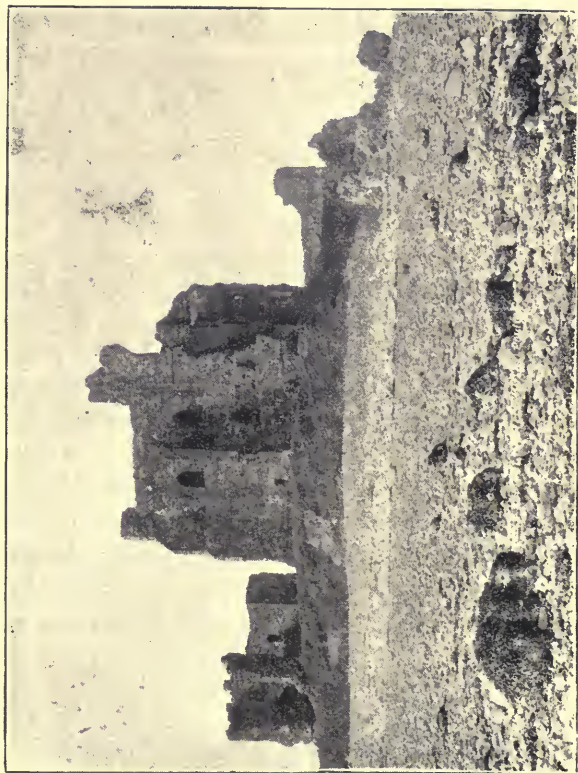
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AN OLD BARROW LANDMARK.

There is very little left in Barrow to-day which can be regarded as representing what Barrow was seventy years ago. An old farmhouse, which was situated near the King's Arms Hotel, was removed some years ago by the Corporation to make room for street improvements. There is, however, still standing the old farmhouse which was known as Hindpool Farm, on the land of which Barrow has been largely built. The fishermen's houses, which at one time clustered near Barrow Channel, have been swept away by the docks. Indeed nearly every house in the town is modern, but there still remains on Barrow Island the old mansion of the Michaelsons, now used as the offices of Messrs. F. J. Crossfield & Company, timber merchants, and situated on the south-west side of the Buccleuch Dock. Before the transformation scene came about, by means of which Barrow grew from a very small number of houses to a large and important trading and commercial centre, the late Mr. T. Y. P. Michaelson lived in this old hall, and was at that time a very important personage in the district. He was born in the mansion in April, 1814. He married the eldest daughter of the late Mr. Myles Gibson, of Quernmore Park, Lancaster, and for many years he was the only Justice of the Peace living nearer than Ulverston. He had command of the Furness troop of Yeomanry, which however was disbanded long before the volunteer movement. He died in 1855, and was interred at Walney.

PIEL CASTLE.

At the entrance to Barrow Harbour lies Piel Island, on which stands the ruins of a very old castle. The island was



PIEL CASTLE.

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anciently known as the Pile of Fouldry, or Foudry, and Ferguson explains that this title signified the "island of flame," being derived from *foudra*, the Norse for flame, and *ey*, an island. There are indications that the place was fortified, and it is believed that a beacon fire was lighted at this spot to communicate with the watch fires of Furness. The castle dates back to the reign of Edward III., when it was built by the monks of Furness Abbey as a place of refuge during the frequent hostile incursions over the Border in those times, and as a means of protecting the harbour of Barrow. History records that during the reign of Henry VII., the Earl of Lincoln and Lord Lovel, with a German contingent under Martin Swart, and an Irish force under Lord Geraldine, in support of the pretensions of Lambert Simnel, effected a landing at Piel. The castle, as can be seen from its ruins to-day, was very strongly built of great cobble stones and a class of mortar which has set as hard as rock. During recent years the Duke of Buccleuch has taken precautions to preserve the ruins from further decay, and two high platforms have been provided inside the main building, from which a splendid sea view can be obtained. The key to the castle can be obtained from the adjoining inn.

HAWCOAT TOWER.

One of the features on the outskirts of the town is the tower at Hawcoat, built as an outlook by the late Mr. James Atkinson in 1838. The object in building this tower is not known, but certainly from its summit a very fine view of the immediate neighbourhood can be obtained. Alongside the tower is an ancient pinfold, which was once the scene of a smart skirmish between the Royalists and the Parliamentarians

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but as this district in pre-railway days was so far distant from the main arteries of the country, very little warfare seems to have been taken part in by the inhabitants, who are believed to have been a very peaceable people.

WALNEY.

Walney Island, as a glance at the map will show, acts as a fine natural breakwater to the port of Barrow. The island is embraced within the area of the borough of Barrow. Before the town was created, the island was, as it is now, mainly devoted to agricultural pursuits, and within the memory of many who are now living it boasted of a windmill, where the corn grown on the farms was ground. Those who have lived long in the district will be aware that there is no scarcity of wind about the place, so that the sails of the Northscale windmill in its day would readily get plenty of motive power from one quarter or another. Barrow to-day is known to be one of the most windy places in Christendom. Indeed, it is said with some truth that those who can exist in the place must have sound constitutions to weather the strong breezes which are experienced, and which mostly come from the sea.

Many tales are told about Walney Island and the people who inhabited it in years gone by. The statesmen are credited with hoarding up vast piles of spade ace guineas. Perhaps there were no banks at that time. Before light-houses were erected on the coast for the protection of shipping, Walney is said to have been the happy hunting-ground of the wrecker, and the tale is told—but we cannot vouch for its accuracy—that on one Sunday, when a vessel came ashore during divine service, the congregation, getting wind



Block by

WALNEY FERRY.

Barrow News & Mail.

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of it, began to leave the church to rush over to the west shore ; but the parson rose to the occasion, and, closing the service, promptly cried out that his flock must give him the chance of a fair start.

Up to a couple of years ago Walney did not show any evidence of material growth of population, as doubtless the inconvenience of transit over the channel prevented the building of houses there to any great extent, but when Messrs. Vickers, Sons & Maxim purchased the Naval Construction Works on Old Barrow, they found it necessary to build a large number of houses for their workmen, and selected Walney Island for this purpose. They acquired an immense acreage of land over there, planned a new town—known as Vickerstown, and commenced to build one thousand houses. Of these about 900 have since been built, and are mostly occupied.

In course of time Walney will be a very populous place, and it is said to be the object of the owners of Vickerstown to bring into existence a new watering-place—Walney-on-the-Sea. Certainly no finer site for a new watering-place could be found, as the natural facilities of the place are great, and it is within easy reach by steamboat of Blackpool and the Isle of Man, and by means of the Furness Railway to the Lake District. This, however, is a dream of the future, but it may some day be realised. Before it is realised, however, the new bridge which is to span Walney Channel will be necessary. The Corporation have obtained Parliamentary powers to construct this bridge, and the contract for the same has been placed in the capable hands of Sir William Arrol and Company, Limited, of Glasgow, who have had great experience in this class of work. There will be an

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opening in mid-channel 120 feet in width, and the bascule system has been adopted. By means of this the opening can be made in the briefest possible time, and after a ship has passed through the bascules can be lowered again, and thus traffic can be resumed with comparatively little delay. The work will involve an expenditure of about £150,000, and Vickers, Sons, & Maxim have guaranteed the Corporation to pay all annual charges on the bridge, including interest, redemption of capital, working charges, and maintenance over and above a 1½d. rate. The Corporation are thus pledged for this great public improvement to an annual expenditure not exceeding £1,500, as a penny rate represents about £1,000. The bridge will be subjected to a one half-penny toll per passenger.

A few years ago an immense deposit of salt was discovered on Walney Island, and a Limited Company was formed to work it, but the business unfortunately proved a failure. It is, however, likely to be revived, as the works have lately been bought by Mr. C. W. Hunter, J.P., who intends to put them again in operation.

THE LATE BISHOP OF CARLISLE.

Dr. Harvey Goodwin, the late Bishop of Carlisle, on the occasion of the unveiling of the Ramsden Statue in Barrow, delivered an interesting speech about Barrow, from which it is worth while taking an extract. He said :—" I walked last night with my friend, Mr. Schneider, through the ruins of Furness Abbey, and I thought to myself—and indeed I expressed the thought to my friend—what a wonderful and remarkable people were those who, 500 or 600 years ago, built these marvellous buildings. Gentlemen, it is no disparagement to you if I tell you that wonderful things were

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done in Furness 500 or 600 years ago, before any of you were even born or thought of ; and I am sure you will be the last persons to think lightly of those wonderful works which were founded centuries ago by our forefathers, who have long since gone to their rest. Other wonders, however, have come upon us. To me, who knows nothing about commerce and manufactures, and very little indeed about money, this wonderful town strikes me as being one of the miracles of our time, and I look upon it with that same sort of ignorant wonder with which some people regard the Pyramids—how on earth it has been built ; how it is being extended ; and what is to become of it if it continues to go on as it is doing at present.” Well, since that time Barrow has more than doubled its size. One naturally wonders, if the views of the good old bishop were such as he expressed in the quotation given above in the seventies, what his ideas of Barrow would be if he were living to-day.

MR. GEORGE FOX.

Furness was visited in his day by Mr. George Fox, the founder of the Society of Friends. We learn from an excellent paper on Northscale in Walney Island, written by Mr. W. B. Kendall, A.M., Inst. C.E., that Fox first came to Furness in the summer of 1652, when on one of his earlier missionary journeys, and visited Ulverston, Swarthmoor, Aldingham, Rampside, and Dalton. “From Dalton,” he says in his journal, “I went unto the Island of Walney, and after the priest had done, I spoke to him, but he got away. Then I declared the truth to the people, but they were rude. I went to speak with the priest at his house, but he would not be seen. The people said he went to hide in the hay mow, and they looked for him there, but could not find him.

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Then they said he was gone to hide himself in the standing corn, but they could not find him there either. I went to James Lancaster's, who was convinced on the island, and thence I returned to Swarthmoor, where the Lord's power came upon Margaret Fell and her daughter Sarah and several others.

“After visiting several other places in Furness and Westmorland, George Fox went again to Walney Island. He stayed the night at Cocken, and next morning went over in a boat to James Lancaster's. In his journal he states, “As soon as I came to land, there rushed out about 40 men with staves, clubs, and fishing poles, who fell upon me, beating and punching me, and endeavouring to thrust me backward into the sea. When they had thrust me almost into the sea, and I saw they would have knocked me down in it, I went up into the midst of them, but they laid at me again, and knocked me down and stunned me. When I came to myself, I looked up and saw James Lancaster's wife throwing stones at my face, and her husband, James Lancaster, was lying over me, to keep the blows and stones off me. For the people had persuaded James Lancaster's wife that I had bewitched her husband, and had promised her that, if she would let them know when I came thither, they would be my death ; and having got knowledge of my coming, many of the town rose up in this manner with clubs and staves to kill me, but the Lord's power preserved me that they could not take away my life.

“At length I got up on my feet, but they beat me down again into the boat, which James Lancaster observing, he presently came into it, and set me over the water from them, but while we were on the water within their reach, they

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struck at us with long poles, and threw stones after us. . . . When Judge Fell came home, he sent forth warrants into the Isle of Walney to apprehend all those riotous persons, whereupon some of them fled the country. James Lancaster's wife was afterwards convinced of the truth, and repented of the evils she had done me, and so did others of those bitter persecutors also ; but the judgments of God fell upon some of them, and destruction is come upon many of them since." This was Fox's last visit to Walney, although he often came afterwards to Swarthmoor. Northscale is now within the borough of Barrow, and the farmhouse at Cocken, where George Fox stayed, has been pulled down to allow for the extensions made at the works of the Barrow Steel Company.

GEORGE ROMNEY.

The great painter, Romney, was born either at Cocken, Barrow, or at Dalton. He was certainly born in Dalton parish, as Barrow, before it was created a separate parish, belonged to Dalton. The date of his birth is recorded as 15th December, 1734. His father was a cabinetmaker and carver and gilder, and young Romney went to school at Dendron, about three miles from Barrow. His paintings are to-day among the most valuable in the artistic world, and, whenever a Romney is put up for sale, astoundingly high prices are realised. Several worthy specimens of Romney's work are to be found in the best houses in the district. A handsome cenotaph was erected in Kendal Church by his son, bearing the inscription :—"To the memory of George Romney, Esq., the celebrated painter, who died at Kendal the 15th October, 1802, and was interred at Dalton, the place of his birth. So long as genius and talent shall be esteemed, his fame shall live."

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PUBLIC MEMORIALS.

It is said of Philadelphia, in the United States, that it is a city of statues. Barrow can hardly lay claim to that distinction ; but, although its history does not go back much beyond half a century, it can boast of no less than three statues of public men who during their lifetime played a conspicuous part in the history of the place. The honour was conferred on Sir James Ramsden of having a statue erected during his lifetime, as a public memorial of the highly valuable services he rendered to the town. When Lord Frederick Cavendish, the son of the late Duke of Devonshire, and brother of the present Duke, was assassinated in Phoenix Park, Dublin, the desire was felt in Barrow that a statue should be erected to his memory, for he had taken a great interest in Barrow affairs, and was the first Chairman of the Barrow School Board. A public subscription was opened, and soon the funds were available for erecting the statue which now adorns Cavendish Square, in the front of the Town Hall. The statue bears the following highly suitable inscription :—

LORD FREDERICK CAVENDISH.

Love thyself last, cherish those hearts that hate thee.

Still in thy right hand carry gentle peace
To silence envious tongues—be just and fear not,
Let all things thou aim'st at be thy country's,
Thy God's, and truth's—then, if thou fall'st,
Thou fall'st a blessed martyr.

Shakespeare.

On the death of the late Mr. H. W. Schneider, who was really the originator of the town of Barrow, and who throughout his life was one of the most public-spirited of Barrow's citizens, being in every good work and ever ready with his purse in helping forward every object calculated to benefit the town, it was felt that his great services to Barrow must

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be permanently recorded by the erection of a statue to his memory. The necessary money was raised by public subscription, and the statue occupies a commanding position at the junction of Duke Street and Michaelson Road.

BARROW'S WONDERFUL GROWTH.

Figures, after all, tell the best tale of Barrow's growth from the date when anything like reliable records were kept. The following figures as to population, rateable value, etc., will be read with interest :—In 1868, the year after the borough was incorporated, the population was estimated at 14,000, and the rateable value was £53,534; in 1869 the population had reached 15,500, and the rateable value was £52,465;

1870—16,800	£51,192	...	1888—50,328	£229,109
1871—18,911	£61,249	...	1889—50,790	£223,684
1872—20,000	£78,955	...	1890—51,252	£229,792
1873—28,000	£102,231	...	1891—51,712	£230,488
1874—35,000	£118,924	...	1892—53,109	£230,596
1875—35,000	£134,080	...	1893—53,264	£227,261
1876—37,000	£163,017	...	1894—52,018	£225,706
1877—38,000	£163,800	...	1895—51,844	£228,068
1878—40,000	£197,174	...	1896—53,251	£219,085
1879—42,000	£179,096	...	1897—58,824	£231,580
1880—43,000	£193,274	...	1898—56,412	£231,419
1881—47,259	£207,090	...	1899—57,000	£235,676
1882—47,561	£215,094	...	1900—57,586	£242,479
1883—48,022	£224,447	...	1901—58,478	£257,354
1884—48,483	£217,534	...	1902—58,478	£262,282
1885—48,944	£222,860	...	1903—61,836	£278,260
1886—49,406	£221,653	...	1904—65,010	£291,233
1887—49,866	£229,747	...	1905—67,933	£291,527

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The present rateable value stands at £291,527. It will be seen from these statistics that Barrow has made wonderful progress as a town, but that it has had its ups and downs, which were the result of periods of good and bad trade. It is estimated at present that the population of the town is at least 68,000, and it is growing day by day. There is also the assurance that the place is now on a more stable basis than at any period in its history, and that it will not be so subject to fluctuations as in the past.

POLITICAL HISTORY.

Barrow's Parliamentary history as a separate borough only dates back to 1885, when Mr. David Duncan (L.) was elected, but he was unseated on petition. At a subsequent bye-election Mr. W. S. Caine (L.) was elected. Mr. Caine was soon after re-elected as a Unionist, but when he afterwards resigned his seat on account of the attitude he had taken with regard to the Compensation Clauses in the Conservative Government's scheme for dealing with licenses, he was defeated, and Mr. J. D. Duncan (L.) was elected. At the General Election in 1892, Mr. C. W. Cayzer (now Sir Charles Cayzer) (C.) was elected, and he retained the seat until last year, when he was defeated by Mr. C. Duncan, a Labour candidate. Thus Barrow in its short political career has returned three Duncans to the House of Commons.





CHAPTER II.

THE GREAT INDUSTRIES OF THE TOWN.



BARROW is a town whose industries are characteristic of the most advanced achievements which science and experience have been able to suggest, much interest must naturally be concentrated on the nature of the great trading concerns which have made the town famous. The two chief industries, those for the manufacture of

iron and steel, and for the building of ships, marine engines, gun mountings, and the production of shells, projectiles, and other war material, are quite in the forefront of any similar establishments in the world, and these industries have been located at Barrow because of the natural advantages possessed by the place—in the presence of vast deposits of hematite ore on the one hand, and the splendid facilities afforded by the port from a shipping point of view on the other.



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THE DUKE OF DEVONSHIRE.

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THE BARROW HEMATITE STEEL WORKS.

These Works, which were the first to adopt on a large scale the Bessemer process of steel manufacture, which brought such a revolution about in the steel rail trade of the world, and practically resulted in the suspension of iron rail manufacture, are the outcome first of all of the discovery of Park Mines by the late Mr. H. W. Schneider. After Mr. Schneider joined the late Mr. Robert Hannay in partnership as Schneider and Hannay, some blast furnaces were built by them at Hindpool, the site of the present Works, and subsequently, in the year 1861, the Barrow Hematite Steel Company was formed. This Company took over the iron mines and the blast furnaces, and undertook the manufacture of steel. We are indebted to Mr Arthur J. While, son of Mr. J. M. While, the able General Manager of the Barrow Steel Company, for the following somewhat technical description of the Iron and Steel Works.

The Company was established with the object of developing on a large scale the vast and wealthy deposits of hematite iron ore of the district, and of manufacturing pig-iron and all descriptions of Bessemer and Siemens-Martin qualities of steel. The special suitability of hematite iron ore for steel manufacture—either by the Bessemer or the Siemens-Martin process—has been most strikingly shown, and the rapid growth of the Furness district and of its industries is a proof, if one were needed, of the value of this metal, especially now that steel is so largely used for all purposes where previously the best qualities of iron only were employed. The iron mines owned and worked by the Company are situated within five miles of the blast furnaces.

The blast furnaces are twelve in number, ten of which

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are 61 feet high and 18 feet 6 inches diameter at the boshes, and two are 70 feet high and 18 feet 6 inches diameter at the boshes. The number of tuyeres used varies at each furnace from seven to eight, each having 5-inch nozzles.

There are twenty-nine hot-blast stoves of various designs, four being Massicks' and Crooks', two Whitwell's, nine Ford and Muncur's, and the remainder Cowper's. The newest stoves are of Cowper's design, and are 70 feet high and 28 feet diameter, and heat the blast to a temperature of 1,500° Fahr. The blast is obtained from condensing beam-engines giving an average pressure of blast of 5lbs. per square inch. The furnaces produce from 750 tons to 1,800 tons per week of Bessemer iron. The whole of the iron made during the week is taken direct to a mixer for use at the steel works, but the iron made at the end of the week is cast into pig-iron.

The materials, after being filled into iron barrows, are conveyed to the tops of the furnaces by an inclined tramway, and charged by hand on to the bell, which is afterwards lowered by the usual counterbalanced beam controlled by a rack and pinion arrangement. The ores smelted consist of both local and best foreign hematite, usually containing 50% of metallic iron. The coke used is principally obtained from Durham and Lancashire, and from the Company's own collieries at Barnsley. The limestone is procured from the Company's quarries, situated three miles from the furnaces.

The blast furnace slag is run into self-tipping bogies, and taken by narrow-gauge locomotives to the tip situated about half a mile from the furnaces.

The gases from the furnaces are utilised for heating the stoves and boilers.

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A new mechanical device for breaking pig-iron has been introduced. It is placed upon a massive concrete foundation 13 feet 6 inches high, and is actuated by electric motors. The pig-iron is cast upon the pig beds in the customary manner, and when cool is picked up by means of a steam travelling-crane and placed upon wagons. These wagons are all taken to the machine where an electric travelling-crane lifts the comb of iron on to the breaker-girders, between which the feed table reciprocates. The machine is then put in motion, the table rises, and the comb is carried forward under breaking rams, worked from an eccentric shaft, which bring sufficient force upon the pigs to break them, the broken pieces falling into a receiving wagon placed under a shoot on the other side of the machine.

The mixer was the first receptacle for this purpose erected in this country having mechanical movement. It has a capacity of 120 tons of molten iron, nearly 6,000 tons passing through it weekly. The iron is conveyed by a locomotive from the mixer to the Bessemer shop in ladles of 18 tons capacity.

The Bessemer shop is one of the most modern in Europe, and contains four converters, each of 20 tons capacity, arranged in one row, and facing what is generally known as the pit. The converters are elevated sufficiently to allow the ladle, standing on the crane below, to receive the contents of steel, and also to allow a bogie on a road beneath the converter to receive the slag. Each converter is actuated by means of a powerful pair of vertical hydraulic rams having a rack-and-pinion acting in opposite directions. In front of the converters is a platform, supported by iron columns, to which access is obtained by an inclined roadway, along which the

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molten iron is brought from the mixer in ladles. The locomotive places the ladle of iron in front of the mouth of the converter, a hook engages itself on to a pin fastened on the ladle, and lifts it up gradually until the whole of its contents are poured into the converter. When the ladle is emptied, it is again lowered on to the carriage and returned to the mixer to be re-filled.

Spiegeleisen is charged into the converter in a similar manner, the cupola being at the one end of the platform, and on the same level as the converter.

The converters are attended below by two transfer cranes, on which are placed the ladles for receiving the steel. These cranes transfer the ladles to a centre or casting crane, from which the heat is cast into moulds. In addition to the ladle cranes, there are two smaller ones which serve for changing the ladles or any other pit work. All these cranes, although of different sizes, are of the same principle, viz, the top supported pillar having a wheel actuated by a ram and rack for the turning movement. This is a very simple arrangement, and is found to work admirably. The cranes are worked from an ordinary distributing box, from which the converter and lifts are also worked.

All the moulds are placed on bogies, each bogie carrying two moulds. They move forward under the nozzle of the ladle as required, the centre crane remaining stationary. The bogies are moved along by means of a finger fixed on a ram, which is situated on the floor level. Each mould is made to hold two tons of steel, and in order that the arrangement of casting should work well, about a hundred bogies are always in use, the consequence being that there is a constant stream of bogies and moulds in circulation, and by

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keeping them running in proper order, the moulds become cool by the time they are required without recourse to water cooling.

When the ingots have remained in the moulds ten minutes, the bogies are drawn forward to the ingot stripper. This is a very useful machine, which, with a minimum of labour, strips the mould from the ingots and places them on to an empty bogie that they may return to the yard to cool before being used again. The ingots still on the bogie, but stripped of their moulds, are taken to two gas-heated pits by a small locomotive. These gas-fired pits take the form of a long passage or channel, 5 feet 6 inches wide and 6 feet 6 inches deep, at either end of which is a set of regenerators. There are five lids to each pit, and they hold twenty ingots, that is four ingots under each lid or door. The doors or lids are of cast-iron lined with bricks, and are supported by girders on which the four wheels of each lid run during the opening and closing. These doors are moved by a rack-and-pinion, actuated by a small hydraulic ram, there being a clutch for each door. Each pit is served by a small crane similar to the serving cranes in the Bessemer shop, but with the addition of a racking-in-motion

When the ingots are sufficiently heated, they are taken out of these pits by the same hydraulic cranes, and are placed upon a train of live rollers which convey them to the cogging mill

The Cogging Mill is a 36-inch train, driven by a pair of high-pressure horizontal reversing-engines, having cylinders 42 inches by 48 inches and geared 2 to 1. The rolls have five grooves, and the screws are fitted with a rack-and-pinion movement actuated by a ram, which lowers the rolls 2 inches, so that the bloom receives a draught of 2 inches in passing

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through and returning. When the bloom has passed through the last groove of the cogging mill, it runs on roller gearing to a shears, where the rough ends are cut off. This prevents collars and other troubles arising during subsequent rolling.

After shearing it passes in a straight line to the Roughing Mill. This mill consists of a 28-inch train, and is driven by a pair of high-pressure horizontal reversing-engines with cylinders 50 inches by 54 inches and working direct. In usual work a bloom makes five passes in this mill and then proceeds to the Finishing Mill.

The Finishing Mill also is a 28-inch train, and the engines are similar to those at the Roughing Mill, except that the cylinders are 48 inches by 54 inches. There are five grooves here, after passing through which the bar proceeds on live rollers to the saw, where it is cut into the requisite lengths. After sawing, each rail is placed on the hot bank by means of skids, of which there are four pairs, one pair for each bank. When the rails are cold, they pass on roller gearing to the finishing bank, where they are straightened, drilled, and finished in the customary way. The mill is capable of easily producing 5,000 tons per week.

There are four Siemens furnaces of 50 tons capacity, one of 35 tons, and three of 20 tons capacity. They are of the ordinary design, producing about 1,500 tons of steel weekly. The gas for the Siemens furnaces is generated from a range of thirty-six ordinary Siemens gas-producers. There are three coal-fired horizontal heating furnaces for the Slabbing Mill arranged in semi-circular order, the curve being struck from a centre, on which revolves a hydraulic charger and drawer. This charger receives the ingots from the pit-side crane, and with very little manual labour attends to the charging and drawing of the furnaces.

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The heated ingots are then conveyed by a small locomotive to the Slabbing Mill, where they are rolled to any desired size, and cut (by means of a mechanical shears) into the necessary lengths to suit the order specified, and conveyed to the Plate Mills. The mill is driven by a pair of high-pressure horizontal reversing-engines having cylinders 36 inches by 42 inches, and is geared 3 to 1. The train is 36 inches with a lift of top roll of 16 inches, balanced by hydraulic rams. The screws are driven by a pair of small engines.

There are two Plate Mills. The first is driven by a pair of high-pressure horizontal non-condensing engines having cylinders 50 inches by 54 inches. The train is 28 inches, and consists of two pairs of rolls each 7 feet 6 inches long, and roll plates from $\frac{1}{4}$ inch to 2 inches thick. The slabs are heated by four ordinary coal-heated furnaces served by a charging and drawing machine similar to that at the Slabbing Mill. There are live rollers on both sides of the rolls and a skid arrangement to convey the plates from the soft to the hard rolls. The plates when cool are conveyed to the shears by a steam travelling crane having a span of 70 feet.

The second Plate Mill is driven continuously by a vertical beam-engine of an old type. The soft rolls are three high, and the finishing are two high, the rolls in both cases being 6 feet long, and the train 26 inches. This mill receives slabs about 4 inches thick, and rolls all orders received which are too thin for the large mill, viz., from $\frac{1}{8}$ inch to $\frac{1}{4}$ inch inclusive.

The Merchant Mill has an 18-inch train of rolls, and is driven by a pair of horizontal engines with cylinders 33 inches by 48 inches. It is used for the rolling of fish-plates, light rails, angles, bars, etc., from 4-inch billets.

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The Tram-Rail Mill is driven by a pair of high-pressure horizontal reversing engines, with cylinders 42 inches by 48 inches having Corliss valves, and is geared 3 to 1. The mill consists of two pairs of rolls, and is a 28-inch train. The mill is also used for the rolling of girders, angles, channels, sole-plates, etc.

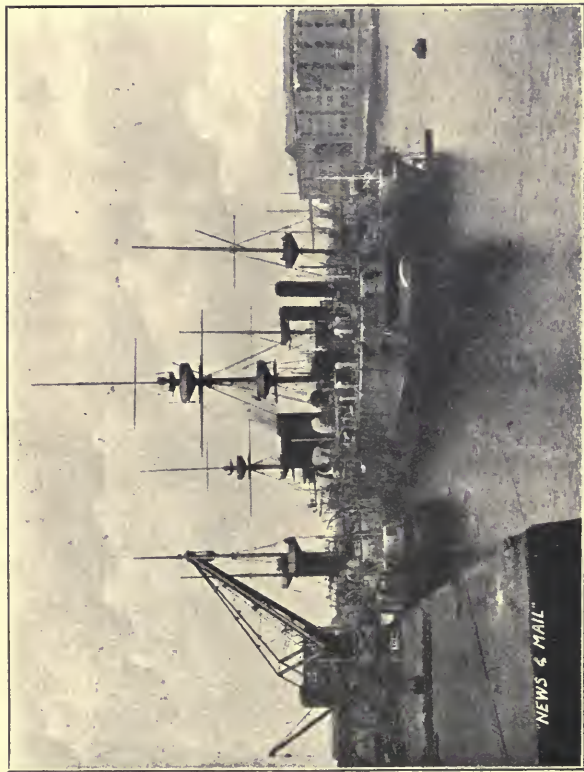
The Foundries, of which there are five, namely, three for the production of steel castings, one for making ingot moulds, and one where all the brass castings are made, are well equipped with stoves and powerful cranes, the former serving to cast, and the latter to afterwards lift, the heaviest stern frames, rudder frames, rolls, and other large castings.

The small steel foundry, which is used for the production of small steel castings, possesses a 7-ton Siemens furnace, having a Duff's' gas-producer alongside.

The Roll-Turning Shop has nine lathes, and is designed on the best known principle. It is provided with an overhead rope travelling crane, which runs the whole length of the shop.

The Engineering Shops are extensive, and comprise the machine shops and subsidiary shops, viz, the boiler, smiths', wagon-building, saw-making, pattern-making shops, etc., and saw-mills, all containing fine tools of recent date. It is in these shops that the machining and finishing of the marine castings takes place, as well as the construction of all the firm's own new work and repairs.

The Electrical Installation is of two dynamos, each giving 750 ampères at 220 volts, driven by two vertical non-condensing engines and one dynamo of 300 ampères at 120 volts, driven by a horizontal engine which also drives the



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shop machinery. These three dynamos supply the necessary electricity for 1,500 incandescent lamps, 130 arc lamps, 12 motors, and the electric welding.

There are 60 steam boilers in use at the iron works and 105 at the steel works, and 15 broad-gauge and 15 narrow-gauge locomotives employed.

The wire works are situated at a short distance from the steel works, and contains a rod mill and two hoop mills.

Other departments of the works are the general offices, laboratory, drawing office, testing house, stores, etc.

The total number of hands employed is about 3,500, exclusive of those at the coal and iron mines, which are extensive, and about 250 at the wire works. The area of the land occupied by the company's works, including railway sidings and reservoirs, is 245 acres.

There is a good future before the Barrow Steel Company, if only new supplies of iron ore can be discovered in the district. Explorations are being carried on in different parts of the district, and it is confidently expected that new finds of metal will be made. The celebrated Park Mine owned by the Company is being gradually worked out, and it is essential, if the Company is to be financially successful, that other supplies of raw material must be secured and owned by the Company. Recently Messrs. Kennedy Bros., at the Roanhead Mine, which is alongside the Park Mine, have come across a fine rich bed of hematite ore, which is likely to prove of great area, and of considerable advantage to the smelting industries of the district. It is possible and probable that the Barrow Steel Company may be equally lucky in a great find any day. They are now prospecting on a new

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royalty in the Cumberland district, which is of a promising nature. The ore does not exist in layers or veins, but in pockets or sops. Park Mine was one great basin of ore. At present a large tonnage of Spanish ore is imported regularly into the district, to supplement the supply of raw material obtained from native sources. The greatest desideratum in the district at the moment is that fresh discoveries of ore will be made, as by that means the permanence of the iron and steel industry in the district will be best assured.

MESSRS. VICKERS, SONS, & MAXIM, LIMITED.

The great works of Vickers, Sons, & Maxim, Limited, at Barrow, known as the Naval Construction Works, are rightly regarded as the finest and most complete shipbuilding and engineering establishment in the world, because they are, first of all, the largest and most comprehensive in their several departments ; and, secondly, because the firm, since it acquired these works, has fitted them up with the most modern and up-to-date machinery and appliances, making the Barrow yard the most self-resourceful establishment in this trade throughout the world. But before proceeding to describe the Naval Construction Works, it is best to say a word or two about the great firm itself, and its history.

Messrs. Vickers, Sons & Maxim, Limited, represent an amalgamation or concentration of industrial forces which, although common enough in the present age, is seldom exemplified on so large a scale. The business was originally established over a hundred years ago by Mr. Naylor, the grandfather of two of the present managing directors—Mr. Thomas E. Vickers and Mr. Albert Vickers—and the great-

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grandfather of the other managing director—Mr. Douglas Vickers. At first carried on under the style of Naylor and Saunderson, as merchants and manufacturers, with works at Sheffield, the co-partnership was dissolved in 1829, and the firms of Naylor, Hutchinson, Vickers & Company, and Saunderson Brothers & Company, were organised. The four sons of Mr. Edward Vickers, the junior partner in the former concern, all entered the business, and took a greater or smaller part in its management. Up to 1864 the business had been carried on at Millsands, but at that date the present extensive works were erected at Brightside, on the outskirts of Sheffield, where a huge multiplicity of productions in iron and steel are turned out annually, as will be more particularly noted. A little less than twelve years ago the Government, wishing to increase their resources for gun construction, inspected the works of several of the leading manufacturers of the country. As the result the firm of Vickers was selected for the bestowal of a large order for guns; and in 1888, after a similar visitation, the firm received extensive orders from the Admiralty for armour plates for ships, forts, etc., both of these commissions necessitating the laying down of plant of the most modern description and on the largest scale. The natural accompaniment of guns and armour is ships to bear them; and, with a view to securing this addition to their facilities, the Messrs. Vickers, in 1897, purchased the works of the Naval Construction and Armaments Company, Limited, at Barrow-in-Furness. In the same year the firm acquired, by amalgamation, the Maxim-Nordenfelt Guns and Ammunition Company, Limited, and only recently they acquired one half the interest in the firm of Wm. Beardmore & Company, shipbuilders and armour plate manufacturers, at Glasgow and on the Clyde. As the

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result of these absorptions and amalgamations the firm or company occupy an unexampled position in the industrial world, being "capable of creating such a complicated product as the present-day battleship, with all its munitions of war, from raw material, without aid from any outside source," besides having facilities for producing a wide range of the staple supplies in iron and steel required in the more peaceful pursuits of the civilised world.

At Sheffield, therefore, the firm produce iron and steel, armour-plate, heavy ordnance, railway supplies, and the like ; at Barrow, they manufacture engines, boilers, and gun mountings, shot and shell, and build ships great and small ; at Erith, they make the world-famed Maxim and machine guns, quick-firing ordnance, etc. ; and at Birmingham, Dartford, and Crayford, they carry on a variety of undertakings and manufactures, including the production of shells, cartridges and ammunition of all kinds. They have also establishments in Spain and in Sweden for the manufacture of machine and quick-firing guns, ammunition, etc.

The great shipyard at Barrow was established in 1871, by the Barrow Shipbuilding Company, Limited, it being thought, and wisely so, that Barrow being located in a district rich in iron ore, having large steel works already in existence, and having one of the finest harbours, and a series of the largest and deepest docks in the world, was one of the best situated centres for conducting a large shipbuilding business. The late Duke of Devonshire and the present Duke were Chairmen of the Barrow Shipbuilding Company in succession, and remained so until the works were taken over in 1887 by the Naval Construction and Armaments Company, Limited.

The situation is admirable in every respect, the works

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being laid out on one of a group of islands off the peninsula of Furness, the channel which at one time separated the island from the mainland being utilised for a chain of admirable docks. The Walney Channel on the seaward side affords an excellent space for launching vessels, the island of the same name serving as a sea barrier. The shipbuilding yard is naturally on this side, and of course is provided with all the structural and other requisites of a complete establishment of the kind.

The Shipbuilding Yard and Engineering Works comprise an area of 82½ acres. One of the docks which is contiguous to the engine works, makes an admirable fitting-out basin.

Entering the Shipbuilding Department by the main gateway, a turn is taken to the left, and passing the general offices and stores, the boat-building shed is entered, where several small boats may be seen in the course of construction for the war vessels in the dock. Then are entered the spar and block makers' shop and moulding loft, which are equipped with the various appliances necessary for that work. Going further through, the joiners' shop is seen, where all the latest wood-working machine tools are in use. In this shop the refuse from the machines and benches is swept into pneumatic piping and delivered to boiler fires. Going round the end of the joiners' shop to the shipyard department, the electric power station is next visited, where 5 high-pressure engines and dynamos of 250 H.P. each generate the power for all the machine tools, cranes, lights, etc., in the yard. On leaving the power house, the shed at the angle smiths' shop is entered, and the scarphing machine, the large horizontal rolls, and several punches for heavy and light work are passed on the way.

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Then the saw mill is visited (where several frame and circular saws may be seen at work), at the end of which is the platform on which the logs are landed from the timber pond in channel. The saw mill is fitted with refuse collectors similar to those in the joiners' shop. Going from the saw mill platform through the yacht shed, the slipways are reached. At present there are under construction a Russian cruiser, the *Rurik*, named after the famous cruiser of that name which was sunk by the Japanese in the late war, a second Peruvian cruiser, the first, the *Almerante Grau*, having just been launched, and some fifteen submarines for the British Admiralty. There are 14 building berths, accommodating vessels up to 700 ft. in length, and a new extension recently made to the yard will enable even a larger number of vessels to be put down at one time.

Proceeding under the gantry of one of the cantilever cranes used in the building of the vessels on the slipways, the platers' shed is entered, where a large keel-plate bending machine is placed, thence on to the plate and angle furnaces out to the plate yard, where the cantilever yard crane may be seen at work. Going through the shipyard smithy to the outside yard, where the masts and spars may be seen in course of construction, the various furnaces and hammers are passed. From the bank in the shipyard extension can be seen the large extent of ground recently added to the yard, and the progress that has been made towards increasing the number of building berths. The cantilever crane on this portion of the ground has a clear run of 310 yards, and reaches from boundary fence to top of slope. From this bank a good view may be obtained of Vickerstown across the channel. This new town has been built by the Company in

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response to the urgent necessity for more houses for workmen and already 900 houses have been built.

Proceeding across Ferry Road, the Engineering Works are entered by the north gates. The first building on the left is the test house and laboratory ; and passing by the west end of the iron foundry, the buildings on the right are the shell finishing department and smithy, and those to the left comprise the shell department, with electric power house and boiler house. The power is generated by three sets of high-speed triple expansion condensing engines, and dynamos of 750 H.P. each. The air and circulating pumps are placed in the power house, the condenser, which is of the jet type, being outside the building adjoining the cooling tower. The boilers are of the Lancashire type, working at 180 lbs. per square inch, and are fitted with mechanical stokers, coal conveyers, and ash conveyers. Economisers have also been adopted, and the products of combustion are taken off by a steel chimney 150 feet high. It will be noticed that provision has been made for adding two more sets of engines and dynamos when required. On leaving the electric power house, we pass by the south side of the "pond" to the tube staving shop, where the operation of staving or enlarging the ends of boiler tubes for screwing may be witnessed ; passing through, the galvanising shop is reached, where various articles in the different stages of the process may be seen. The iron foundry which comes next is arranged on the most modern plan, with a view to expeditious and economical working. The building on the left in leaving the iron foundry is the field carriage shop, which covers an acre of ground. The next place of interest is the brass and bronze foundries, where all castings of special mixtures,

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as used in Admiralty engine and gun mountings work, are made. The steel foundry is worked on the "Tropenas" system; and it will be noticed that this building has been made with a view to further extensions. On going to the boiler-making and ordnance-plating shop, the pattern shop, which is fitted with the latest types of wood-working machinery, is seen on the left. In the boiler shop, all types of cylindrical and water-tube boilers are made. The boiler shop, the south portion of which is devoted to ordnance plating, has an area to itself of 242 feet by 163 feet, and the arrangement of tools is such that the steel and iron are taken in at the south end and passed out at the north end a complete boiler, ready for shipping on board a vessel. The engine and boiler works rank among the most extensive and best ever arranged and equipped in the country, and they are just now being largely extended. On leaving this shop on the right are the engineering drawing offices. The tracing department is situated on the upper floor of the adjoining offices.

The main structure for engine construction is 605 feet long by 200 feet wide, the main building for the manufacture of hydraulic gun mountings being 1,000 feet by 50 feet, in addition to several large bays for the machinery, etc., of this class of work.

The Floating Dock, situated in the Devonshire Dock, is an ingenious and useful plant, capable of not merely raising a vessel on it, so that repairs may be carried out, but of depositing the vessel on a grid-iron or stage on shore, and thus becoming available for lifting another vessel, while yet the first ship is being repaired.

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The Gun Mountings department contains almost every type of the most modern machine, and an idea of the amount of work that the firm have in hand will be evident to all. Passing through the brass finishing shop,* one arrives at the engine shop, where may be seen the various details of the engines under construction, and the general arrangement of the erection pits. All the power in the gun-mounting department is electric, and the pattern shop, iron foundry, brass foundry, brass finishing shop, tool shop, and other departments are proportionately large, all being well provided with powerful cranes. As in the shipbuilding branch, the material used in construction enters the massive stone buildings at one end and passes consecutively from machine to machine, leaving the end of the building nearest the fitting-out dock a finished product—with corresponding economy of time and labour. It is needless to say that the plant and equipment are equally modern and efficient, and equally well adapted for the particular operations had in view—the construction of engines and boilers of the most powerful kind and other appliances required for the complete fitting out of steam craft.

The plan on which the works have been designed, and the principle which has been followed out is that every machine shall be placed where it is likely to be specially needed in the general arrangement of work, the different workshops being similarly arranged so that the constructive materials for each department enter their particular series of workshops and pass onward till they arrive in a finished state at the point where they are required ; the result being obviously a great saving in time and labour. Economy of brain, nerve, and muscle force is the end sought and gained. The buildings comprise offices ; machine, fitting, blacksmiths' and other

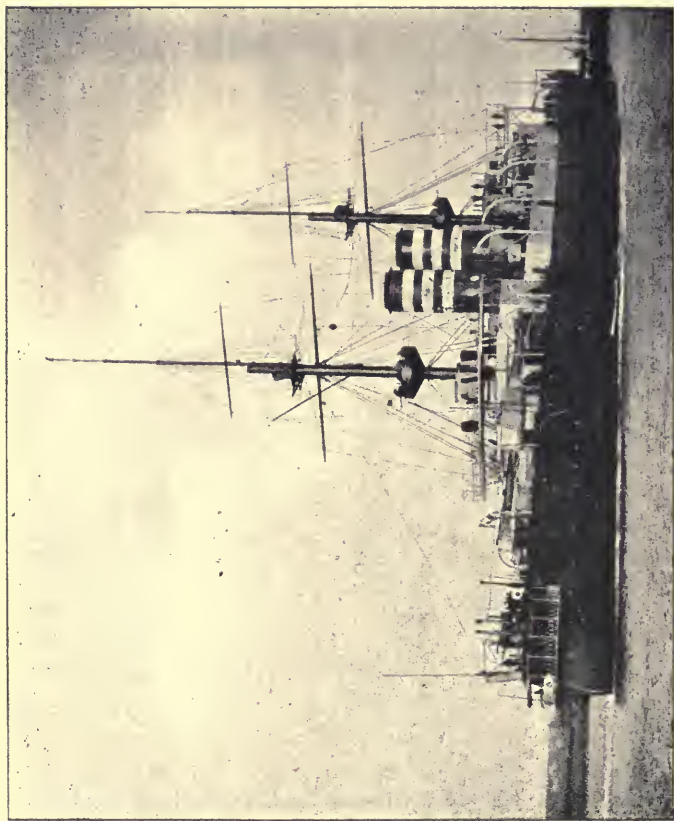


Photo by

JAPANESE BATTLESHIP "MIKASA."

A. Hollis, Barrow.

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shops ; stores, furnaces, woodworking departments, saw mill, etc., all arranged on the system mentioned. The machinery is modern, adapted for light work as well as the heaviest, and embodying the latest and most highly approved inventions—some of the machines are little short of Titanic in their size and operations. Steam is of course the prime motor, applied to specific ends in many cases by hydraulic and electrical apparatus.

A large number of fine merchant vessels have been turned out by the Barrow works, under their different designations and ownerships. The list includes many splendid Pacific and Atlantic liners, the three “ Empresses ” (of China, India, and Japan) holding the first place. Almost “ every possible craft of the sea,” however, is represented in their output, including many beautiful high-speed vessels for pleasure or passenger traffic. Their list of warships comprises “ every class which goes to make up a modern naval fleet, from the most powerful battleship or cruiser, costing over a million sterling, to the smallest torpedo craft with its great destructive potentialities.” Within a comparatively short period the works have turned out as many as thirty-nine warships, and also the submarine boats many of which are on order at Barrow for H. M. Government, totaling 100,000 tons displacement, while machinery to the extent of 250,000 horse power has been made for these and for vessels constructed in the Royal Dockyards, H. M. S. “ Majestic ” coming under the latter class. Of the larger vessels built and engined at the works, the armed cruisers “ King Alfred,” “ Euryalus,” “ Hogue,” “ Natal,” the protected cruisers “ Niobe,” “ Amphitrite,” and “ Powerful ” may be named as typical productions of the concern, the latest and most remarkable achievements for the British Government

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being the battleships "Dominion" and "Vengeance." These admirable fighting machines are justly said to be unique amongst the world's warships, having been built and completely equipped by one firm, the Admiralty having been able to contract with Messrs. Vickers for their entire production and armament, which cannot be said of any other vessel of the kind. Their design, also, represents the latest and most advanced ideas in battleship construction

His Imperial Japanese Majesty's ship "Mikasa," was delivered to the Japanese Government before the war, and she acted as Admiral Togo's flagship. The design is of a special nature, known as the "Vickers." The armament, instead of being in casemates, is placed in a battery extending about two-thirds the length of the ship, each gun being isolated by means of traverses and rearplate, which gives the casemate the exclusiveness desired for the guns, and at the same time affords great protection and increased stability to the ship. The Company have just completed another battleship for Japan, the "Katori," which has just undergone most successful trials. Owing to the large amount of Government work which is carried on at the Naval Construction Works inspection of the works by visitors is not allowed.

In connection with the development of a great ship-building trade in Barrow, and especially the construction of great warships and monstre ocean liners, it became necessary a year or two ago to deepen the cill of the Ramsden Dock a further depth of 6 feet, in order that a ship drawing 30 feet of water could enter or leave the docks. This very delicate and expensive engineering enterprise was successfully carried out, and now the largest type of warship or ocean liner can enter the docks at Barrow with safety. There are indications

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indeed that the shipbuilding industry at Barrow, which has already proved a conspicuous feature in Barrow's great industries, will become a still more important one in the future, as since Messrs. Vickers purchased the works from the Naval Construction and Armaments Company, they have spent no less than two million pounds in order to make them the most complete concern of their type in the world.

At present the Company is engaged in providing a new fitting-up berth in the Buccleuch Dock, where the heaviest and largest vessels will be fully completed for sea. They are also building a new boiler shop, and are about to make an extension to their already very large engineering shops. They have recently constructed a slipway for the building of vessels up to 1,000 feet in length, and have just come to terms with the Furness Railway Company to widen the entrance to the Buccleuch Dock from 80 feet to 100 feet.

The official, clerical and drawing office staff is necessarily large, as well as the number of hands employed in the various departments. There are four directors at Barrow works, viz., Mr. James Dunn (late Chief Constructor to the Admiralty), Mr. James McKechnie, Mr. Jas. H. Boulds, and Mr. A. Miller. Mr. Thomas E. Vickers, C.B., M.I. Mech. E., is the Chairman of the Company. The number of men employed is over 10,000.

FURNESS RAILWAY LOCOMOTIVE, CARRIAGE AND WAGON WORKS.

These works, founded in 1864, are situated in Barrow, and have the same entrance as the general offices of the Company, with a frontage in St. George's Square. They



ALFRED ASLETT, Esq.

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occupy an area of about thirty acres. The first locomotive fitting shop and running shed is now the machine shop and turnery, in which are the wheel lathes, planing, slotting, drilling and other machines. The power for driving this shop is obtained from two small horizontal steam-engines, the various cross-shafts being driven by means of bevelled gearing with the exception of one driving the cross-shop, this being driven by means of cross belts. Adjoining this is the smiths' shop, with fifteen smiths' hearths, and with a furnace for heating the tyres for locomotives, carriages and wagons. All the smoke from the plate and forge furnaces, stationary boilers, and smiths' fires leads through an underground flue into a large chimney shaft, which stands outside the works in the middle of Salthouse Road. The boiler shop contains a 15-ton overhead travelling crane, steam punching machine, bending rolls, etc. Adjoining this is the boiler house containing three Galloway boilers working at a pressure of 50 lbs. per square inch for supplying steam for the shop engines, steam hammers and other appliances.

The second running shed is now the erecting shop, which, owing to its low roof, has no overhead crane, the engines having the wheels taken from them and replaced by means of dropping pits. This shop consists of three bays, each 30 feet span by 160 feet in length. It contains six roads, with engine pits accommodating four engines on each road. Adjoining this shop are the spare gear stores. Beyond this is the Locomotive Superintendent's office, running department, and drawing offices, the latter being on the upper storey on the same floor as the pattern and joiners' shop. The present running shed is a stone building 310 feet in length by 150 feet in width, and capable of holding sixty

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engines. Close to the engine shed is the new shed for coaling engines on the high level system. There are two platforms, the coal wagons being in the centre, and the incoming roads being at each side, enabling four engines to be coaled at one time. Beyond the sheds and between the roads is the ashbin, with pits at each side for the driver to examine his engine whilst the fire is being withdrawn.



Photo by "COPPER-NOB" 1846-1899. *A. Hollis, Barrow.*

The carriage and wagon shops have recently been enlarged. The wagon shop is 300 feet in length by 160 feet in width, and consists of a carriage body shop, carriage underframe, wagon building, smiths', wheelwrights', and machine shops, and saw mill. The carriage paint shop is 195 feet in length by 40 feet in width, but a new and larger shop has been constructed, capable of holding twenty carriages. There is also a wagon repairing shop and a timber drying-shed. The carriage sheds, four in number, are situated near the Barrow Central Station, and can hold 152 carriages. In

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addition there is a shed for holding the saloon carriages. All the carriages on this railway have the bodies painted ultramarine blue with white upper panels, and the locomotives are coloured a rich Indian red. Passenger brake-vans have also been fitted to facilitate the conveyance of bicycles.

A large number of the goods and mineral vehicles are of the bogie type, some of which are 40 feet in length, and, whilst only weighing 10 tons, are capable of carrying 30 and 49-ton loads, the ratio being as low as 20 per cent. of dead weight to carrying load. Some of the recent wagons have been constructed of pressed steel for carrying iron ore. The Company has now 130 engines, 376 carriages, and 7,598 wagons. The copper-nob engine here illustrated has been placed in a glass frame adjoining the Central Station, Barrow. She was in 1899, when her work ceased, the oldest working locomotive in the world.

The first locomotive superintendent of the Furness Railway was the late Sir James Ramsden. He was followed by Mr. Richard Mason, who retired in 1897, and was succeeded by the present locomotive, carriage and wagon superintendent, Mr. . . . F. Pettigrew, M I. Mech. E.

BARROW FLAX AND JUTE WORKS.

These works of the Barrow and Calcutta Jute Company, whose head offices are in Liverpool, occupy about 12 acres, with frontages to Hindpool Road, Ramsden Square, Abbey Road, Duke Street, and Clive Street, and have a private siding to the Furness Railway. The offices and main

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entrance are in Hindpool Road. The works are principally engaged in the spinning of jute yarn and in the manufacture of jute goods, including bags for sugar, flour, grain, coffee, wool, cotton, chemicals, etc. ; also fabrics for linoleum, floor-cloth, packing and general purposes.

The raw jute is imported in bales from Calcutta, and stored in the Company's warehouses and in the jute warehouses at the Devonshire Dock. In the spinning sheds it passes through the various machines for softening, carding, drawing, roving, spinning, spool and cop winding, etc. The yarns then pass into the beaming sheds, and thence to the weaving departments, where they are made into fabrics of various weights, texture, and widths. After leaving the weaving sheds, the cloth passes through the inspecting room, where it is measured, weighed, and examined. It then goes into the cloth-finishing department, where it is cropped, calendered, mangled, lapped or put into large rolls, or press-packed into bales for shipment or for home consumption. The fabrics for bag-making are drawn up into the floors above by the cutting machines which, at the same time, cut them into the various lengths required ; the latter are sewed by sewing machinery into sacks and bags, with tarred or dry twine. The bags are then marked by printing machinery, after which they are folded and made up into bundles.

These works are at present on a smaller scale than formerly, as the portions destroyed by fire some time ago have only yet been partially rebuilt. In the reinstatement of the portion referred to, however, every advantage has been taken of the opportunity to introduce all the best and latest improvements in the trade.

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THE BARROW SALT COMPANY, LIMITED.

The extensive and valuable salt deposits in the Island of Walney was first discovered in 1889. There is underlying about 140 feet of red and blue marl with gypsum, a bed of rock salt at a depth of about 272 feet from the surface. The area of the deposit has been absolutely proved by a series of bore-holes to extend 6 miles in length, and for a distance of 3 miles the thickness of the rock salt was found to range from 72 feet to 446 feet. The depth from the surface to the top of the salt varies from about 90 to 120 yards. One of the borings was carried down to a depth of about 1,000 feet from the surface in red, blue, and green marls with beds of rock salt of variable thicknesses, and at irregular distances apart.

In 1896 the Barrow Salt Company was formed but it did not prove a commercial success, and now it has been sold to Mr. Coulton W. Hunter, J.P., a local gentleman, who intends to work it on his own account.

BRITISH GRIFFIN CHILLED IRON AND STEEL COMPANY.

These works are situated near the Central Station of the town. The firm is a modern example of British manufacture on American lines and system, whereby the many needs of electrical tramways in Great Britain and Ireland can be met as regards specially suitable wheels, hitherto manufactured in large quantities in the United States.

The Company has acquired from the New York Car Wheel Company their interests and system of manufacture in Great Britain, Ireland, India, and all the Colonies, with

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the exception of Canada. Under this system, some millions of wheels have been made and are running in the United States of America under locomotives, passenger cars, and goods wagons, etc. This system is also in extensive operation at the following works :—Messrs. Ganz & Company, Budapest ; Société Française Metallurgique, Griffin, Gorcy ; Fried Crupp, Magdeburg ; Griffin Metallurgischski Zavod, Odessa ; Société Belge Griffin, Merxem-lez-Anvers ; and Société Italiana Franchi Griffin, Brescia.

The works at Barrow-in-Furness are equipped with the most complete and modern plant for the manufacture of railway and tramway wheels, and include a fine bay and overhead girder electric crane track for special heavy chilled work, with an electric crane running the whole length of the foundry commanding one half side, the other half being the moulding and casting floors, which are fed and actuated by compressed-air cranes suitably placed on each separate wheel floor.

The processes run in one continuous line throughout, from the melting-room at one end of the foundry to the machine-finishing shop at the other end, where the wheels and axles after completion are examined, paired, and fitted, and placed into the railway trucks.

The works commenced operations in April, 1901, since which time many thousands of wheels have been manufactured for tramways in this country ; orders have also been executed for the Indian States Railways, Assam-Bengal, Rhodesia, Tasmania, the British North Borneo Railways, and for H.H. The Nizam's Guaranteed States Railway.

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FURNESS BRICK AND TILE WORKS.

These works were started about thirty-five years ago by Messrs. Woodhouse & Co. ; later they passed into the hands of Messrs. R. F. Matthews & Son, and eventually in 1898 the present Company was formed, with Mr. R. F. Matthews as chairman and managing director. The Company has two large works and premises, one situated at Hindpool covering an area of about 19 acres, and one at Ormsgill of about 6 acres. Both works are completely equipped with the most modern and efficient brick and tile-making machinery, and are in direct connection with the Furness Railway.

The output of the two works comprises all the usual kinds of plain and ornamental bricks, drainage tiles for agricultural purposes, and the best kinds of facing bricks. Both pits have the same kind of clay, which is noted for its weight-supporting qualities and general excellence. The weekly output is about 320,000 common bricks and 53,000 facing bricks. The number of men employed is about 250.

PAPER PULP WORKS.

These works, belonging to the Kellner-Partington Paper Pulp Company, are situated at Salthouse, about one mile from the Town Hall. They were started in 1888 under the title of the Barrow Chemical Wood Pulp Company, for the manufacture of wood pulp for paper-making purposes by the bi-sulphite process. In 1889 they were incorporated in the present Company. The site for the works comprise about 15 acres.

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Large stock of pulp-wood are received during the summer months for the year's supply, chiefly from Sweden, Finland, Russia, and Newfoundland ; this usually amounts to 20,000 tons. Wood is taken from the stacks on trolleys to the wood-preparing room, where it is sawn, freed from bark and a large proportion of the knots, chopped, and elevated to the "digester" houses. In these houses fourteen spherical digestors of 12 feet diameter, lined with an acid-resisting material, are used to cook the wood chips with a bi-sulphite solution. The chips are heated by steam together with the acid solution to free them from resin and incrustating matter, leaving the cellulose for paper making. The chemical rooms are fitted with a plant for the production of bi-sulphite on Partington's continuous process system, the acid liquors being obtained from recovered sulphur and dolomite lime. In the bleaching rooms the pulp is treated with a solution of chloride of lime, and then stored in large drainers, after which it is dealt with in the ordinary manner. The paper-making plant comprises four large paper-machines with the necessary beating-engines, machine and super calenders, cutters, etc. Two large rooms are used for sorting, finishing, and packing the various productions.

The steam-power plant consists of eight Lancashire boilers, 32 feet by 7 feet 6 inches, and one 22 feet by 7 feet 6 inches, fitted with Green's economisers of 576 pipes. There are four main engines of the compound tandem type, running at 70 revolutions per minute with 90 lbs. steam pressure, and capable of developing 450 H.P. each. The fly-wheels of 18 feet and 20 feet diameter are arranged as belt pulleys, two 48-inch, one 44-inch, and one 40-inch width belts running upon them. There are several small engines driving the various machines and a deep well pump. The

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water supply for the works is obtained from two wells sunk 450 feet in the red sandstone. The works are lighted throughout by electricity. The number of workpeople employed is about 500.

MESSRS. WALMSLEY & SMITH'S CORN MILL.

The Flour Mills of Messrs. Walmsley & Smith are situated on the Furness Railway Company's Dock estates between Hindpool Road and the Devonshire Dock, the two large warehouses for grain storage, etc. (which are connected to the mill by an overhead bridge), being built directly on the edge of the dock. These mills were built by the old Barrow Corn Mill Company in 1870, but the business not being a success, the mills were leased in 1881 to the firm which now occupies them. Soon after this date Messrs. Walmsley & Smith adopted the new Hungarian roller system, being one of the first milling firms in this country to do so, and entirely dispensed with the use of the time-honoured millstone ; since that date, however, great changes have been effected in the milling trade, and the plant has had to be entirely re-modelled several times.

A couple of years ago Messrs. Hutchinson, millers, of Liverpool, took over the mill, and they have since doubled its capacity of production.

The mill premises now contain two complete and separate flour plants with the total capacity of 3,000 sacks per week, in addition to the usual machinery for the production of provender ; most of the machinery is by H. Simon, of Manchester, but several of the other milling engineers are also represented. The machinery is driven by a compound horizontal condensing engine of about 400 H.P., which runs continuously from Monday to Saturday without stopping ;

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steam is supplied by three Lancashire boilers 30 feet by 7 feet, working at a pressure of 95 lbs. ; one of these boilers is a spare one. The firm have their own electric lighting plant, which, with the exception of the arc lighting at the Ramsden Dock, was the earliest application in the town of electric lighting, and has been running since the beginning of 1885. The warehouses are two commodious buildings connected together with an arcade, which is used for the purpose of loading and unloading railway wagons, and have a total capacity of about 8,000 to 10,000 tons. Grain is lifted off the vessels lying alongside by a series of hydraulic cranes, and is conveyed across the bridge afore-mentioned into the mill adjoining by means of a 12-inch band conveyor. A new silo adjacent to the present warehouses has been erected, and is fitted with a movable elevator for lifting the grain in bulk in a continuous stream out of the vessels, and storing it in bins on the silo system, which is now most generally adopted.

OTHER WORKS.

There are other works in the town which deserve passing mention, such as Mr. Caird's Furness Foundry, in Hindpool Road ; Messrs. W. Gradwell's Timber and Saw Mills ; Messrs. F. J. Crossfield and Company's Timber and Saw Mills on the Buccleuch Dock ; Mr. Beesley's Boiler-making Shop ; Messrs. Waddington and Sons' Foundry ; Mr. Coulton W. Hunter's Engineering Works in Abbey Road ; Messrs. Ogden and Lawson's Brass Foundry, Iron Works Road ; Mr. Cooke's Brass Foundry in North Road ; and Mr. Briggs' Foundry on the Marsh. The Vulcan Works in Salthouse Road, built by the late Mr. S. J. Claye for wagon building, are standing idle, although they are favourably situated for business purposes.

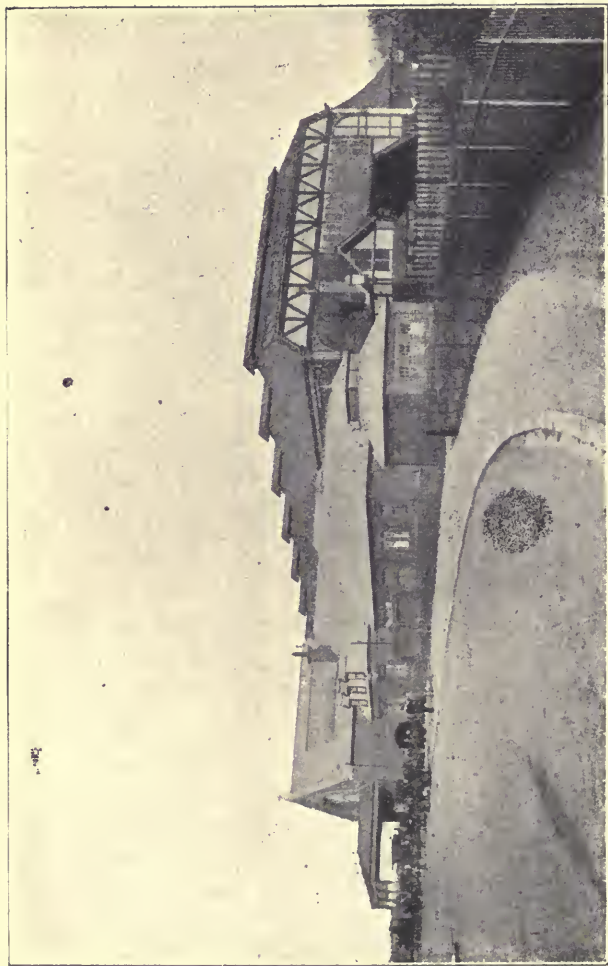


Photo by

CENTRAL STATION.

A. Hollis, Barrow.



CHAPTER III.

THE PORT AND RAILWAY FACILITIES.



MANY instances in this country, railways have been the precursors of trade, but in the case of Furness, the trading interests of the place led to the creation of the Furness Railway, for, as briefly stated in our introductory chapter, the necessity of a railway was first felt in consequence of the better facilities required for the carriage of iron ore from the mines, and slate from the Kirkby quarries to the then creek of Barrow. But when the capitalists of the district decided to construct a railway for these purposes, they also made it available for passenger traffic. The Furness Railway has done more to bring this district into prominence than any other agency. Indeed, in pre-railway times, Furness was to a very large extent shut out from the rest of England by the hills on the one hand, and the sea on the other. The question of constructing a line from Carn-

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forth to Ulverston was regarded as one of the most difficult from an engineering point of view, as it was necessary to span the estuaries of the Kent and the Leven with viaducts, built up on a sandy foundation. The work was, however, successfully performed, and although trains only run over these viaducts at a slow speed, they stand to-day as sound as when they were first built. They need, of course, constant inspection and attention, necessitated by the wear and tear of the very heavy traffic they carry. The main line of the Furness Railway runs from Carnforth, along Morecambe Bay, to Whitehaven on the Cumberland coast, the distance being about 74 miles, while there are several branch lines—one from Arnside to Kendal; a second from Ulverston to Lake Side, Windermere, and thence on to Ambleside by the Railway Company's splendid flotilla of steam yachts; a third from Plumpton to Bardsea; and a fourth from Foxfield to Coniston; together with several branches for iron ore and other traffic. They are joint owners with the Midland Railway Company of the Carnforth and Wennington Railway, and with the London and North Western Railway Company of the Whitehaven, Cleator and Egremont Railway. Further than this, the Furness run the traffic on the Cleator and Workington Railway. They, therefore, perform a great trading function, and certainly this railway forms a connecting link with the great trunk lines of the country, by means of which a great interchange of passenger and goods traffic is effected day by day. It is generally believed that the Furness district is the most picturesque in England, and certainly the Furness Railway travels through a most delightful district, amidst the most charming scenery—the main line skirting the seashore for many miles on the northern part of Morecambe Bay, and also along the estuary of the

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Duddon and the shores of the Irish sea on the Cumberland coast.

The Furness line, one of the earlier railway enterprises of the country, was opened in 1864, at first running from Dalton to Kirkby and Piel Pier, where the Kirkby slates were exported by vessels. Eventually, the mineral resources of the district, especially the hematite iron ore, led to further expansion, while still later enlargements were made to meet the demands of passenger and tourist traffic. The growth and prosperity of Barrow has been closely associated with the activities of the Furness Railway, and especially with the construction of the magnificent docks at Barrow, of which they are the owners. At first the main line did not pass through the town, but had a terminal station close to the present railway offices in St. George's Square, but on the erection of the Central Station, in 1882, it was extended so as to take in Barrow. A leading part in the development of the district at that time was taken by the late Sir James Ramsden, the creation of the Barrow Docks being in a particular manner due to his efforts. The Docks include the Cavendish Timber Dock, and have a combined area of 299 acres, and are furnished with every modern appliance, including a large number of powerful cranes, one of which is capable of supporting 120 tons weight, and another will lift 150 tons.

Originally the passenger connection between the Furness system and the country generally was by way of steamers running between Piel and Fleetwood. At the present time, however, the line has ample communication with the railway systems of the country at large daily, by way of the London and North-Western and Midland Companies at Carnforth, the London and North-Western at Whitehaven, and again

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at Heversham, near Tebay. We should here mention the important daily service of steamers between Barrow and Belfast, and during the summer months to the Isle of Man, of which the Midland Railway Company are owners. The Company have provided, at their Ramsden Dock, extensive accommodation, with all modern appliances, for these vessels (the trains running alongside the steamer) at an expense of nearly half a million of money, this including the dredging of Piel Bar and other operations of the kind, which enable the Belfast steamers to enter the harbour at any state of the tide. The Piel and Walney Channels are also most efficiently buoyed and lighted. The value of this in the maintenance of a "daily service" and for developing the tourist and passenger traffic with Belfast and the North of Ireland, as well as the Isle of Man, cannot be over-estimated.

The Furness Company, as stated, deal very largely with the mineral productions of the district, and of course with ordinary goods; but a special feature is the provision for passenger conveyance, notably under the *règime* of the present Secretary and General Manager, Mr. Alfred Aslett. This gentleman has been able to organise a large number of arrangements of great convenience for the tourist and general public, among them the plan of throwing open all the pleasure resorts of the line during the entire year at single fares for the return journey, the tickets being available on the day of issue only and for ordinary trains. Still another arrangement is that of issuing first and third-class weekly tickets between any two stations on the line at the rate of six return journeys for six ordinary single fares. These return journeys can be made at any time during the week, and are greatly appre-

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ciated by professional persons, families residing at the seaside, and by the public generally, when having to visit the same place several times in the course of the week.

Besides these, the Company provide a multiplicity of fortnightly, week-end, cheap day, market, cheap day with alternative return routes, and special day tickets for anglers, golfers, tennis players, pleasure parties, and the like, with a magnificent series of circular tours by rail, coach, and lake. These items, amongst many others, we mention to show that the management is fully up-to-date, if not indeed a little ahead of the times, in all matters pertaining to the pleasure, comfort, and convenience of the travelling public.

Of course the Company have not failed to make full provision with a view to enabling the patrons of their line to enjoy the scenery of other portions of the Lake District than those which they immediately traverse. This is by means of the circular tours (by rail, coach and lake) already mentioned. The Company now offer a choice of twenty or more of these delightful circuits at almost absurdly low prices, the noted "Six Lakes" tour being perhaps the most surprising value for money. It includes Windermere, Rydal, Grasmere, Thirlmere, Derwentwater, and Ullswater, tickets for the entire trip being issued for a fortnight at the surprisingly low charge of thirteen shillings. Persons familiar with the Lakes will understand the attractions of the trip when we say that the excursionist goes by rail, say from Furness Abbey to the Company's Lake Side station on Windermere, thence by their steam yachts the whole reach of the lake to Ambleside, then by coach to Ullswater, where another steam yacht is in readiness to carry him to Pooley Bridge, after showing him the charms of the "English Lucerne." From this landing

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he continues his course by coach to Penrith, going by rail (via the London and North - Western) to Keswick, and returning to Ambleside, via Thirlmere, Grasmere, and Rydal by coach, where the Company's steam yacht again receives him and transfers him to the train at the foot of the lake by which he returns to Furness Abbey. This, as we have said, is merely a typical specimen of the Company's tours, full particulars of which are given in their pamphlet entitled



MOTOR RAIL CAR.

"Tours through Lakeland," excellent maps of each route being provided. Thanks to these efforts put forth on behalf of the public, the passenger bookings have shown a large increase over previous years

Perhaps we may here refer to the recent improvements in rolling stock, etc., made by the Company to meet the demands of the increased traffic of the line in various

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departments. At the present date a large number of engines of the most efficient and modern type (designed by the locomotive superintendent) are in use, while the carriage stock has been completely revolutionised and brought up to the highest standard of passenger conveyances in the country. It is not too much to say that their "bogie semi-corridors," some of which run over the Midland Railway on different circuits, and are handsomely decorated and furnished with views of Furness scenery, can hardly be improved upon for comfort and convenience. One important feature is the employment of the electric light on Stone's system, the current being generated by each carriage independently of the others making up the train. The system is highly efficient, and at the same time economical. The train services are very frequent and convenient. It is also noticeable that the stations throughout the system are substantially built and in very tasteful styles, while the permanent structures and engineering works are of the most solid description. The shrubberies at the different stations are a unique and attractive feature. An important adjunct of the Company's facilities is the fleet of six steam yachts on Lake Windermere, while they have also a steam gondola on Coniston Lake. The Company own as well a number of powerful steam tugs in connection with their dock and port business, and we should not omit mention of their handsomely-fitted hotel at Furness Abbey, lit throughout with electric light, and under the management of Messrs. Spiers & Pond, Ltd.

We have not attempted to do more than show how important a factor the Furness Railway has been in the development of Barrow. The Chairman of the Company is His Grace the Duke of Devonshire, K.G., and the Deputy-



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HIGH LEVEL BRIDGE. Barrow News & Mail.



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Chairman the Right Hon. Sir John T. Hibbert, K.C.B., late Secretary to the Treasury, and the present Chairman of the Lancashire County Council. Among the Directors, besides the foregoing, are the Right Hon. Lord Muncaster, the Right Hon. Victor C. W. Cavendish, M.P., Mr. W. B. Turner, Mr. William Burnyeat, J.P., and Mr. Edward Wadham, J.P., D.L. (Representative of the Duke of Buccleuch). Of the working staff, Mr. Alfred Aslett, the Secretary and General Manager, has had a wide and profitable experience in railway matters, having been Secretary and General Manager to the Cambrian Railways previously to occupying his present seat. Mr. W. S. Whitworth is the Chief Engineer of the Company, having been in the Company's service since 1872, and Mr. Mossop, the goods Manager, having long been connected with the line and docks. Mr. W. F. Pettigrew, M.Inst.M.E., is the Superintendent of the Locomotive, Carriage and Wagon Departments. Mr. F. J. Ramsden, the Superintendent of the Line, is the only son of the late Sir James Ramsden, whose services to the local community have been mentioned, and other officials have records of long experience in the line of their respective duties.

The Barrow Docks, of which the Furness Railway Company are proprietors, came into existence as part of the policy of the late Sir James Ramsden for developing the industrial and commercial possibilities of the district. In the year 1863, the Royal Assent was secured to a Bill transferring the estate of the Barrow Harbour Commissioners to the Furness Railway Company, with power to construct docks and other improvements. Operations were at once begun, and by September, 1867, two of the docks,—the Devonshire Dock and Buccleuch Dock—were opened in the presence of a large

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and influential company. Since then the Ramsden Dock and the Cavendish Dock, with numerous subsidiary docks and basins, have been constructed, channels and waterways deepened, and the accommodation of the port materially increased.

The Docks are constructed to accommodate the largest classes of vessels—liners, cruisers, and battleships—and consist of a series, called, as above, the Devonshire, Buccleuch,



NAVAL CONSTRUCTION WORKS.

Cavendish, and Ramsden Docks, all communicating with each other. They comprise an area of upwards of 299 acres of water space and 400 acres of quay space, with a minimum maintained depth of 24 feet of water. The main tidal entrance into the Ramsden Dock is 100 feet wide, and has 31 feet of water on its sill at ordinary spring tides and 24 feet at neap tides.

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The work of deepening the Ramsden Dock sill 6 feet was one of great engineering difficulty, as the ground was found to be so faulty, but it was ultimately accomplished by Messrs. John Aird & Co., contractors, under the supervision of Mr. F. Stileman, the Company's engineer, and now there is a depth of water of 30 feet available for the great battleships and ocean liners built by the firm of Vickers, Sons & Maxim at Barrow, or for other ships of large tonnage which come to Barrow either for trading purposes or for repairs. The deepening of this cill has led to the development of considerable trade in Barrow ; and it is on the cards to build at some early date a large graving dock capable of holding the largest steamers afloat.

The Docks are entered from Walney Channel within the south end of Walney Island. The half-tide basin is 900 feet long, with extensive landing wharves, slaughter-houses, cattle lairs, and chill rooms, etc., for the American and other foreign cattle trade, the chill rooms being capable of containing 300 carcasses, while the covered lairs can accommodate 1,000 head of cattle, the arrangements being of the most modern and perfect kind. The length of the quays in these Docks is $2\frac{1}{2}$ miles, and the water area of the timber ponds about 200 acres. The general accommodation of the Docks is complete in every respect, including warehouses, transit sheds, grain sheds, oil tanks, etc., and sidings are provided on all the quays, giving direct railway communication with all the main lines of the country. Hydraulic capstans are fitted at the dock entrances, and hydraulic elevators and cranes up to the capacity of 120 tons are provided in the warehouses and on the quays. Another convenience is a large depositing dock capable of lifting

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vessels of 3,500 tons in about 30 minutes, and working in conjunction with a gridiron specially built for it. By means of this depositing dock, craft may be raised, cleaned, painted, and lowered again into the water in 12 hours, without regard to the tide. We should add that there is no cartage required in connection with traffic delivered into Barrow Docks, and that there are no town dues. The petroleum storage consists of oil tanks, with a holding capacity of 20,000 tons, while the conveniences for the timber and grain trades are scarcely less notable.

We are indebted for much of the above information to the "Official Guide to the Seaports of the Furness Railway, Barrow-in-Furness, its Railway, Town and Docks, and Millom and Whitehaven," from which we have largely quoted.





CHAPTER IV.

MUNICIPAL GOVERNMENT.



BARROW naturally does not possess any ancient Royal Charters, for it was not until 1866 that its founders found it necessary to apply to the Privy Council for a Charter of Incorporation. The enquiry was held in that year before Captain Donnelly, when it was shown that although some genius had been at work, in the person of Mr. Ramsden, afterwards Sir James Ramsden, in laying out the streets of the town on some bold scheme, there was need of a Municipal Council to direct public affairs in the best interests of the inhabitants ; but it was not until the 13th of June, 1867, that the Charter of Incorporation was granted by the privy Council. This Charter contained the names of the first members of the Council, and no further election took place until the November following, and then only one-third of the Councillors retired. Mr. James Ramsden was appointed Mayor by Charter, and Mr. H. W. Schnieder, Mr. Myles Kennedy, and Mr. Robert Hannay were appointed Aldermen, while the twelve Councillors were—Messrs. J. Westray, W. Gradwell, W. Ashburner, J. K. Hodgson, James Rawlinson, W. J. A. Baldwin, J. Hunt, E. Wadham, J. T. Smith, W.

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Boulton, James Fisher and Dr. Allison. In later years and in the seventies, it was found necessary to divide the borough into wards. With this object, and with the Local Government Board's approval, the borough was divided into eight wards, each having three representatives, or twenty-four Councillors in all, with an Alderman allocated to each ward.

Probably no borough in the country, and certainly none of its own size, has ever accomplished so much municipal work as has been done by Barrow since its incorporation. Naturally everything had to be done in a new town. New streets had to be made, proper sewerage arrangements had to be constructed, and all the bye-laws and regulations requisite for the conduct of a big town had to be adopted with a view to grappling with a very large question. Two of the earliest things the Corporation of Barrow did, and did very wisely, were the acquirement of the Barrow Market and Town Hall from the Furness Railway Company, and the Gas and Water Works from the Furness Gas and Water Company. Since then it has been necessary to build a new Town Hall, which may be regarded as one of the most handsome buildings in the country, and it has also been found essential to increase alike the capacity of the Gas Works and of the Water Works. Indeed as regards the Water Works, it was found necessary not only to supplement the Poaka Beck Reservoir bought from the Furness Gas and Water Company, by the construction of a second Reservoir at Pennington, and a third one at Harlock, but to obtain Parliamentary powers for a scheme for drawing a large body of water from the Duddon Valley. With a view to the future of the town this scheme is a decidedly good one, and is absolutely necessary in the public interest. It will in fact be a very cheap scheme, judging the cost as compared

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with the great volume of water secured. When this water supply is provided in supplement to the present supply from the three old reservoirs, Barrow will have no need to go to Parliament for further water powers, unless something occurs which is likely to increase the size of the town to a degree much larger than seems at present probable. Great progress has also been made in the gas estate of the Corporation, and it and the water estate have been largely instrumental in making profits, which have been used in the reduction of the borough rate, but three years ago it was decided by the Corporation to put down an electricity plant, and although this department is seriously handicapped in having to repay capital and interest on loans in a very short period of years, there is reason to believe it is at present a good paying property of the Corporation, in the sense that it at any rate is paying its way while redeeming capital and paying interest on loans. Up to the present there have been sixteen Mayors of Barrow, as follows :—

Sir James Ramsden—1867 to 1872.

Mr. J. T. Smith—1872 to 1875.

Mr. H. W. Schneider—1875 to 1878.

Mr. E. Wadham—1878 to 1881.

Mr. W. Gradwell—1881 to Sept. 1882, Mr E. Wadham finishing Mr Gradwell's term of office after his death.

Mr. John Fell—1882 to 1885.

Mr. Benjamin Townson—1885 to 1887.

Mr. William Park—1887 to 1889.

Mr. A. H. Strongitharm—1889 to 1892.

Mr. J. W. Little—1892 to 1894.

Mr. John Fisher—1894 to 1897.

Mr. Benjamin Fish—1897-8.

Mr. L. P. Chapman—1888 to 1900.

Mr. Henry Cook—1900-1.

Mr. J. P. Smith—1901-2.

Mr. James Fisher—1902-3.

Mr. George S. Heath—1903-6.

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The Town Clerk of Barrow is Mr. C. F. Preston, and the Borough Treasurer Mr. W. W. Waite.

Among the chief works for which the Corporation are responsible are the building of the new Town Hall, already referred to, at a cost of nearly £70,000, the extension of the Covered Market, the adoption of a double system of sewerage, the erection of a sewerage pumping station, and a main sewer outfall to sea, the erection of Electricity Works also already referred to, the building of a new Technical School in Abbey Road, the erection of an Infectious Diseases Hospital, the purchase of two miles of promenade at Walney and the building thereon of a pavilion for the use of the public, the acquisition of about 50 acres of land, centrally situated, for the purposes of a public park, the provision of public slaughter-houses, the adoption of the Free Library Acts, and the housing of the Public Library in the new Town Hall, the erection of a Fire Station, and other matters. It is noteworthy that Biggar Bank, Barrow's natural sea promenade, is visited by not less than 100,000 people every year, It is a splendid rendezvous for mothers and children. At present, amongst other objects on which the Corporation is engaged, apart from the Duddon Water Scheme, may be mentioned the provision of a new Smallpox Hospital at Raikes Moor, the building of a Refuse Destructor, the further extension of the Electricity and Gas Departments, and also of the new Slaughter-houses. In fact, there is a deal of public work before the Corporation of Barrow for some time to come, and it is anticipated that the rates, which have been kept very low for a long number of years, will need to be increased in order to face the new responsibilities which new public works will entail. One of the schemes which the Corporation has in

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hand is the construction of a bridge across Walney Channel, which is estimated to involve the modest cost of some £150,000.

Although the population of Barrow at the last census was recorded at 57,586, it is generally known that a much larger number of people were living in the place, and it is anticipated that a much more correct return will be possible when plenty of house accommodation is provided, and when there is not the need there is at present for so much overcrowding. The present population of Barrow is put on the Corporation Blue Book at 67,938. The area of the borough is 21,000 acres, and the rateable value is £257,354. The borough rate for all purposes is at 5s. 9d. in the pound, and a penny rate produces rather more than £1,000. It only remains to state that at the last redistribution of seats Barrow was created a county borough, and although its population at that time was under the prescribed limit of 50,000, the growth of the borough since then has quite justified the action of Parliament in including Barrow in the list of county boroughs.

The Corporation of Barrow have taken an enlightened view of the responsibilities they have to discharge, and they have not only succeeded in making Barrow a model town so far as health conditions and up-to-date public works and institutions are concerned, but are following out a broad policy which is destined to make Barrow even a more model town than it is at present, and even now it is far ahead in many respects of much older municipalities.

The Barrow School Board was first elected in 1872, two years after Foster's Education Act was passed, and the late

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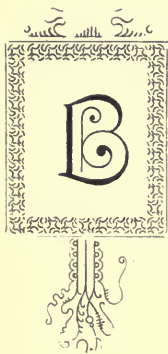
Lord Frederick Cavendish was its first chairman. Permanent schools have been erected, capable of educating something like 8,000 to 9,000 scholars. The schools have now been transferred to the County Council.





CHAPTER V.

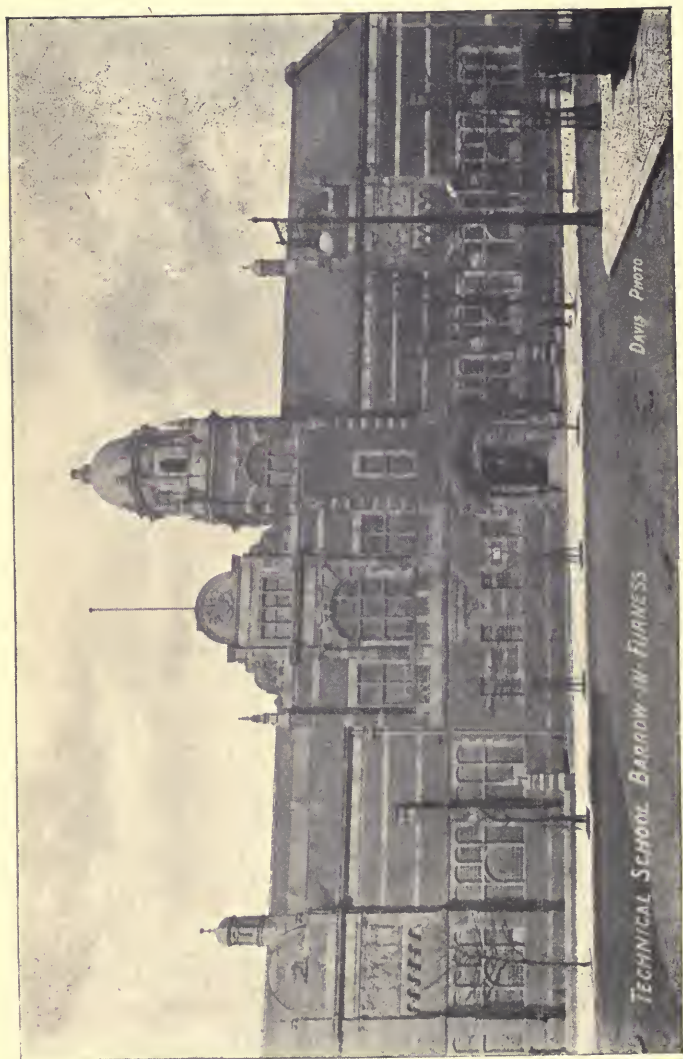
PUBLIC BUILDINGS AND INSTITUTIONS



BARROW, as a comparatively new town, cannot boast of many public buildings or institutions, and yet those public buildings which have sprung into existence are in every sense characteristic of the latter part of the Nineteenth Century

The new Town Hall in Duke Street is one of the finest municipal buildings to be found in any town. It is of Gothic design, from the plans of Mr. Lynn, of Belfast, and is by far the most imposing architectural feature of the town. The building comprises not only the administrative part of municipal government, in the shape of the Treasurer's and Town Clerk's Department, but also finds a home for the Free Public Library and the Barrow School Board.

The new Technical Schools in Abbey Road cost over £20,000. This building is in red brick, with terra-cotta facings, and is an imposing structure. There is probably no town in the country where there is greater need of an efficient



Davis Photo

TECHNICAL SCHOOL BARROW-IN-FIRNESS

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scheme of technical education than in Barrow, because the nature of the great industries conducted in Barrow has brought to the town a vast number of young men who are anxious to avail themselves of everything that science and art can teach them. The new Technical Schools are the Corporation Jubilee gift, and it is anticipated when the Schools are in full working order they will, aided by the whiskey money, and the high percentage of passes earned by the students, become practically self-supporting.



Photo by CONSERVATIVE CLUB. *A. Hollis, Barrow.*

The North Lonsdale Hospital, which adjoins St. George's Church, is a very worthy institution, the funds for the erection of which were raised by public subscription. The Hospital is liberally supported, the working men of the town contributing one penny per week towards its maintenance. Many accidents happen in Barrow, in consequence of the

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dangerous nature of the calling of the working men of the town, and these are carefully attended to by an honorary staff of surgeons, a resident surgeon, and skilfully trained nurses.

The Sailors' Home in Ramsden Dock Road is an institution which has proved of great service to the sailors visiting the port. It is supported by public subscription.

In club life, Barrow stands in a strong position. There is the Barrow County Club, where commercial and professional gentlemen meet; the Working Men's Club, which owns a large membership; the Conservative Club, the Nationalist Club, the Engineers' Club, and the Caledonian Club, all of which flourish and have large memberships.

There is some talk of building public baths and wash-houses in the town, but it will probably be some years before the corporation finds itself in a position to face the capital expenditure this proposal would entail.

BARROW CO-OPERATIVE SOCIETY, LTD.

The Barrow Co-operative Society, Ltd., was established in 1860 by a number of working men, principally employed in the works of the Furness Railway Company, and it was there the idea of co-operation first took form in Barrow. Among the pioneers were William Walker, William Paton, John Webster, James Myers, Robert Davies, James Hartley, George Lehrle, James Mather, John Tyson, Abraham Harling, John Trangmer, and Isaac Healey. James Myers, who was the moving spirit, was appointed secretary, William Paton president, and William Walker treasurer (a position he held until his death in 1888. A shop was rented in Green-gate, and business commenced as grocers and provision dealers. Business prospered, and the premises were soon

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found to be too small. It was decided to build premises of their own. A piece of land was bought at the corner of Church Street and Mount Pleasant, at that time the centre of the town, and on which were erected a shop and three cottages. The cottages have since been converted into a drapery and two butchers' shops.



For some years everything went on very successfully, but through lack of experience and bad management the Society for a number of years was often in difficulties, and made little or no progress. They were also hampered by opposition, as other societies were established at Barrow Island, Hindpool, and Salhouse in connection with the large works situated there. These societies all came to grief, and this no doubt gave a check to co-operatives in Barrow for a number of years.

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In 1870, after ten years existence, the Society had 325 members, and did a trade during the year of £9,424. In 1880 the number of members was 737, and the trade for the year £19,732. From this time onward the Society was more successful, and made rapid progress.



MR. W. SWINDLEHURST,
PRESIDENT.

Photo by A. Hollis, Barrow.

In 1877 a grocery branch shop was opened in Ramsden Square, and five years later was removed to premises in Abbey Road. In 1880 a second branch was opened in Marsh Street, and after two years removed to the shop at the corner of Derry Street.

In 1885 the boot department was commenced in a shop in Church Street, and in 1886 another branch was opened on Barrow Island.

Trade had now increased to such an extent in all departments that the central premises in Church Street were found inadequate for the greatly increased trade, and it became necessary to look out for another site on which to build more commodious premises. After much consideration a plot of land at the corner of Abbey Road and Dalton Road was

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purchased from the Furness Railway Company, for which £2,500 was paid. On this were erected shops to accommodate the drapery, boot and shoe department, offices, and stables ; a shop was also built, in which to commence tailoring and ready-made clothing, and a bakery erected to bake bread, instead of buying it from bakers. The site and buildings cost about £11,000. This was a very great undertaking for the Society at that time, but proved to be a great success. In 1902 these premises were extended ; new offices were built, and additional accommodation given to the drapery and boot departments ; new shops were built for a furnishing department and gentlemen's mercery.

These buildings are now the largest and most handsome block of business premises in the town, standing, as they do, in one of the best positions in Barrow



MR. J. CLARKSON, J.P.,
SECRETARY AND MANAGER.

Photo by A. Hollis, Barrow.

The Society owes much to the late Mr. John Lomas, who was then president, and took great interest in the erection of these buildings.

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Owing to these extensions it became necessary to remove the bakery and stables to Buccleuch Street. Here were erected stables to accommodate twenty-four horses, and a bakery replete with every modern requirement for the baking of bread and confectionery. Four patent draw-plate steam ovens were erected by Messrs. Werner, Pfleiderer, and Perkins, of London (two more have since been added); a kneader, capable of kneading two 280 lb. sacks of flour, and a dough divider to cut and weigh the loaves was also erected by the same firm, and it is hoped soon to add a moulding machine to mould the loaves ready for putting in the ovens, so that the complete process of bread making may be done by machinery instead of by hand. The bakery is lined with white glazed bricks, and the machinery driven by electric power, everything possible being done to ensure cleanliness and a sweet loaf. The building's cost £11,000.

The Society also does a large coal trade, owns seventy coal wagons, running regularly to supply this article, and the town delivery employs a steam motor lurry and nine horses and luries.

Shops now cover the whole of the town, with the exception of the Newbarns and Hawcoat district, where it is hoped a branch will soon be opened in that growing locality. There are ten grocers', seven butchers', four drapers', boot and shoe. tailoring, gentlemen's mercery, furnishing shops, confectionery and tea rooms. All the buildings occupied by the Society are its own property.

The Society has a membership of 8,938, and a paid up share capital of £118,778. The sales for 1905 amounted to £260 144, and the nett profit realised £41,738, which was paid to the members in dividend, according to their purchases, at 2s. 9d. in the pound.



CHAPTER VII.

FURNESS ABBEY.



Ruins of Furness Abbey, situated within three miles of the Barrow Town Hall, occupy one of the most picturesque and secluded spots in the country, and prove that those who selected the sites for the famous Abbeys of England had an eye not only to beauty and safety, but to the conditions that best suited the contemplative life which was the characteristic of the monks who dwelt therein.

The name "Furness" does not occur in Domesday Book, but most of the villages in it are mentioned as lying near to "Hougun," a manor consisting of four carucates of land (about 400 acres), belonging to Tosti, Earl of Northumberland. This was in the time of King Edward the Confessor, as this district was not surveyed by William the Conqueror, who merely copied the Dom-boc in use in Edward's reign. "Hougun" was not the largest manor, for three others,

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namely—Ulverston, belonging to Turulf, Aldingham to Ernulph, and Kirkby to Duvan, each consisted of six carucates or 600 acres, and are all on the sea coast, and probably were the “trithings” (third divisions) of a Norse colony, the “Althing,” or assembly of which, was held at the central one, Aldingham, for its name implies as much, and where the mote or mote-hill (hill of meeting) may still be seen. On July 4th, 1124, a small convent of monks, under their Abbot, Ewan D'Avranches (John Lawrance in modern English), from Savigny in Normandy, settled at Tulketh, near Preston, where, in the year 1127, they had the whole of Furness granted to them by Stephen, Earl of Bologne and Moreton, afterwards King.

The etymology of the name “Furness” has given rise to much speculation. In the original of the charter just quoted it is called “Fudernes,” and in a chronicle, written prior to the year 1189, by William Petit, Canon of the Augustinian Priory of Newburgh, Yorkshire, we are told that in the year 1138, the Scots “destroyed most of the possessions of a famous Monastery situated in Futherness.”

It has often been said that Cromwell demolished Furness Abbey, but this was not the case. A very short time after the deed of surrender the work of destruction was commenced. On the 23rd of June, 1537, Mr. Southwell, accompanied by Sir Marmaduke Tunstall, whose father fell at Flodden Field, Sir James Layburn, Sir John Byron, and Ashton their auditor commenced the work of destruction by breaking the common seal. The monuments and chartularies of the Abbey were collected and despatched to London, and stored in the Record Office, while the monks were dismissed from the house. A man named Holcroft did the work of pulling down

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the church and demolishing the steeple. The lead was stripped off every part of the building and melted into pigs or sows, the Abbey soon afterwards falling into decay and ruin. The Abbot who was in receipt of rents at the time of the demolition amounting to £946 2s. 10d. per annum, was afterwards invested with the rectory of Dalton at an income of £33 a year.

The Lordship of Furness, comprised all the lands between Windermere and the River Duddon, commencing at the shire-stone on Wrynose in Little Langdale. Over this the Abbot held most kingly sway, having his own Court of jurisdiction at Dalton, and the military force of the district depended upon him, his summons being obeyed whether for border or other service, and we are told that he supplied at least 800 men at the battle of Flodden Field. In magnitude and wealth St. Mary's, Furness, was second only to Fountains Abbey.

The Abbot of Furness was a man of considerable power and influence, and his office was invested with considerable dignity. The high position was one of ambition to the wealthier families in the surrounding country, and when a vacancy arose, considerable influence was exercised by many families to secure the office for either their children or their friends. The Abbot was the chief lord of the liberties and the royalties of Furness, and exercised the authority of a petty prince. He never attended Parliamentary duties owing to the isolation of Furness from the rest of the country, and to the great distance it was from London. He had a separate establishment in the Abbey, and occupied a large hall at the south-east of the Abbey, which is marked in some of the plans as guest hall, school house or infirmary, but was really the Abbot's house.

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From Barrow the ruins are approached from the south-west, through the remains of an archway, which formerly had apartments over it, and from each side of which the outer boundary wall can be seen, and proceeding a short distance the western tower meets the eye. The tower is the largest addition to the Abbey, being of the "Rectilinear" period (1360 to 1509). It contains a spiral staircase, leading to the top, from which an excellent view of the ruins can be obtained. Following the path by the Guide's hut, the North Transept is entered through a Norman arch (1145-1149), and on the left hand are the remains of three chantry-chapels, portions of the altars of which still remain, each having a pointed arch forming the entrance. Next comes the "Crossing," formed by four large arches, over which stood the lantern tower, the one on the east being still perfect. To the west of the crossing is the Choir and Nave of the Church, and on the east the Chancel, the window of which is forty-seven feet high by twenty-three feet wide. A beautiful "Sedilia," supposed to be the work of Italian artists, will be noticed in the south wall. It consists of seven canopies, the central one of the three nearest the east contained a pissina, with a smaller one on each side, for articles used during Mass. The other four canopies contained seats, one for the Abbot, and the remainder for Priest, Deacon. and Sub-deacon, when celebrating.

The chapter-house has been a large room, measuring sixty feet in length by forty-five feet in width. The vaulted roof fell in about a century ago, and was formed of twelve ribbed arches, supported by six pillars in two rows, fourteen feet apart.

On leaving the Railway Station, the gateway chapel

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which first meets the eye, in the geometrical style of architecture, was built in the 14th century. The chapel was for strangers who visited the monastery, and was complete with all internal arrangements for divine service.

The gatehouse, which was the principal entrance to the Abbey, was on the site of some low walls on the west of the Hotel, and here was the porter's lodge. The architecture



Photo by

FURNESS ABBEY.

A. Hollis, Barrow.

here was of the transitional period. The hotel occupies the site of the guest house, and to some extent yet incorporates portions of the building.

The Choir probably extended over a portion of the crossing and two bays westward. The screen occupied the third bay, the Abbot's side being the south or right hand side

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on entering, and the Priors' side on the north. The remainder of the nave was the choir of the conversi, or working brothers, and this originally extended six bays west of the screen. The aisles were vaulted and grooved, as well as the chapels on the east of the transepts, while the nave, transepts, and chancel had wooden roofs covered with lead. The eastern bay of the north aisle formed a chantry.

The western tower was intended as an important addition to the church. It was very massive in design, and was of the perpendicular style (C 1500). The walls were nearly 60 feet high and 10 feet in thickness, being supported by massive buttresses, each having a niche and pedestal for a statue. A staircase leads to the top of this tower, from which can be obtained an excellent view of the ruins. It is generally believed the tower was never completed.

The conventual buildings were on the south side of the church, grouped as usual round the cloisters. Along the base of the north wall the remains of a bench may be seen. The cloisters when first built were more square, with east to west refectory on the south side and the kitchen at the west end. These buildings were afterwards destroyed and the cloisters enlarged. There was a lean-to roof on the east wall, the niches and grooves for the splashing still remaining. Round the cloisters were grouped the cellarium, refectory, and chapter house.

Three beautiful Norman arches of equal size give entrance to the chapter house in the middle, and to two small rooms on each side, which are said to have been reading closets. These arches, which being Norman are semi-circular, embrace numerous concentric rings in four sets of five each, with the dog tooth ornament round the outer mould, they

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constitute one of the most ornamental and artistic architectural features of the Abbey.

The west gateway, which is in the best preservation to-day, contained the usual accommodation for the porters. There were several postern gateways in various parts for the convenient use of the brethren who had to go outside the area of the abbey to their daily labour.



FURNESS ABBEY HOTEL.

Excavations have recently been made by the Cumberland and Westmorland Archæological Society, under the direction of Mr. St. John Hope, and many foundations not previously explored have been unearthed, the principal being the apses of chapels forming the transepts of the original Norman church, and an octagonal kitchen containing troughs. During these excavations, a groat and a silver penny of the time of Edward III. were found.

On February 12th, 1549, Mr. John Preston obtained leave to build a manor-house, on the site of the "hall," and to take timber and other materials for the purpose from the

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ruins, providing he did not pull down any barns or stables, and the king contributed 100 marks towards the expense. This manor-house is now an hotel, under the management of the well-known firm of Spiers and Pond.

The Abbey, throughout its existence as a Monastic establishment, dispensed hospitality with no mean hand. All who came to it were made welcome and entertained. The Abbot, of course, had command not only of considerable revenues, but was also the recipient of all kinds of produce from the immense district over which he held sway.

The best view of the Abbey can be obtained from the top of the Western Tower, and from the summit of the Beacon Hill on the east side. On this hill, the beacon fire burned in all troublous times.

The Preston Family had their Furness residence on the site of the present Furness Abbey Hotel when it was known as the Manor House.

The Abbey has passed through several hands, and ultimately came into the possession of the late Duke of Devonshire, by whom it was willed to the present owner, his nephew, The Right Hon. Mr. C. W. Cavendish, M.P. Both the late Duke and Mr. Cavendish have taken great care to preserve the ruins from further decay.

“Thou art crumbl'ing to decay, old pile ;
Thou art hastening to thy fall ;
Around thee, in thy loneliness,
Clings the ivy to the wall.
The worshippers are scattered now,
Who knelt before thy shrine ;
And silence reigns, where anthems rose
In the days of Auld Lang Syne.”



CHAPTER VIII.

THE ENVIRONS OF BARROW.



HERE is no town in the country so rich in its environment as Barrow-in-Furness, or so full and complete in the variety and charm of its immediate surroundings. The contrast between Barrow, as an essentially new town, and the time-honoured towns and villages which are within easy reach of it, and which existed in some cases for centuries before Barrow was created, is naturally very great, and yet there is the fact that the growth of Barrow during the last fifty years has indirectly left its mark on the old towns of the district, and has been responsible to a great extent for the new life and vigour which most of the towns and villages have displayed since the time when Barrow commenced its history.

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DALTON-IN-FURNESS.

Dalton was the ancient capital of Furness, and during the regime of the Abbots of Furness it was the centre of authority in the district. The old Castle, which still exists, was the Court House of the Abbot, and here justice was dispensed ; but when the dissolution of the Monastery took place, the supremacy left Dalton and was taken up by Ulverston, which is at present the headquarters of rural Furness. It is said the object of erecting the Castle at Dalton, the present building being only part of a more extensive structure, was to afford defence against the predatory incursions of Scottish freebooters who, as history records, were ever ready to come over into these quiet domains and help themselves to everything they could lay their hands on. The Castle dates back to the reign of Edward III., and is supposed to occupy the site of a much earlier structure.

Dalton Parish Church was certainly known to have been in existence in 1200. It was rebuilt in 1826, was improved in 1832, and in 1884-5 the old Church was completely demolished and the present imposing structure erected. It contains a handsome stone font, said to have been removed from Furness Abbey, and many handsome stained windows.

Dalton is the centre of the iron-mining industry of Furness, but during late years, owing to the decadence of the hematite iron mines, the place has not been as prosperous as was the case some twenty years ago. It possesses an Urban District Council and a School Board, and in recent years the County authorities have erected an imposing Magistrates' Court and Police Station, which fortunately is of far greater

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size and capacity than is justified by the business which is done there. There is a second Church of England—St. Margaret's, together with several Nonconformist Churches, a Salvation Army Barracks, and a Roman Catholic Church. The population of Dalton approximates 10,000 people.

ULVERSTON.

Ulverston is not only the capital of Furness, outside the area of the borough of Barrow, but is the agricultural centre of the district, and a weekly market is held there on Thursdays, which is largely attended by farmers and those who purchase farming produce ; but the market is not nearly so important a weekly institution as it was in pre-railway days, as then all produce was brought into the town by carts, and after being sold was removed by the same means. Now much of the business between producers and buyers is done by post, and the produce taken by train to its destination. Yet Ulverston to this day holds fast to many of the characteristics of an old-fashioned country market town.

It possesses three Churches—St. Mary's (the Parish Church), a portion of which dates back to the time of Henry I., Holy Trinity Church, and St. Jude's. There are several Nonconformist Churches and a Roman Catholic Church. At Swarthmoor, within a mile of Ulverston, is the first meeting-house ever built by the Society of Friends, and here Mr. George Fox preached.

Ulverston assumed much commercial importance at the close of the last century. In 1795 the Ulverston Canal was opened. It is about a mile in length, and connects with the

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sea at Sandside. This canal was at one time spoken of as the shortest, deepest, and broadest canal in the country, but it has long since lost at any rate the two latter characteristics. Before the Furness Railway was constructed, an extensive shipping trade was done at Ulverston, and a large ship-building industry was carried on, but the railway bridged the canal at a low level, and now only vessels which can drop their masts can make their way to the Canal Head. The consequence is that very little shipping business is now done, and shipbuilding is a thing of the past, most of the goods formerly carried to and from the district by means of shipping being now carried by the railway.

To Ulverston the honour belongs of having given birth to Sir John Barrow, Bart., who was appointed Secretary to the Embassy to China under Lord Macartney in 1792, Lord Macartney, on his appointment to the Government of the Cape of Good Hope, chose Mr. Barrow, as he then was, as his private secretary. He was subsequently appointed Auditor General of Public Accounts, and in 1804 Lord Melville appointed him Secretary to the Admiralty, from which post he retired in 1845. He was made a baronet in 1835, and died in 1848. Sir John Barrow received his early education at the Town Bank Grammar School, but this school is not now used—the Victoria Higher Grade School, a fine new building, having taken its place. A monument to the memory of Sir John Barrow, in the form of a lighthouse, and erected by public subscription, can be seen as a prominent landmark on Hoad Hill.

Ulverston industrially can boast of a large ironworks owned by the North Lonsdale Iron and Steel Company, a

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paper-making works, recently owned by Messrs. S. Pollitt & Co., but now at a standstill; a chemical works owned by Messrs. Sadler Bros., and a tannery. There are several iron mines in the neighbourhood, and many miners live in Ulverston. Three miles from Ulverston is Conishead Priory, formerly the home of the ancient Bradyll family, but now a first-class hydropathic establishment. Ulverston is not a progressive town; its population numbers about 10,000. It is the headquarters of the County Magistracy of the district, and of a poor Law Union which embraces all that part of Lancashire to the north of Morecambe Bay which is separated from the larger part of the country on the south.

MILLOM.

Millom is a thriving manufacturing town engaged almost exclusively in the iron trade. The works of the Millom and Askam Hematite Company are built at Millom and at Askam, on the north and south respectively of the Duddon estuary. The mines of the Hodbarrow Mining Company, the richest hematite mines in the country, are situated within a mile of Millom on the sea shore. Here a most valuable deposit of iron ore has been discovered and worked for years.—Some idea of the wealth of the deposit may be gathered from the fact that some few years ago the Company spent no less than £250,000 in the building of a sea wall to keep the sea out of the workings of the mine, and more recently a comprehensive scheme has been carried out, that of building a sea wall to take in a large area of the coast, and on which no less than £750,000 has been spent. The existence of ore has been definitely proved throughout the whole of the area

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which is now being enclosed. The work took several years to complete.

Millom possesses two churches—Holy Trinity and St. George's, a Roman Catholic Church, and several Non-conformist Churches. It also boasts of an old castle, formerly the home of the Huddleston family, which is now used as a farm house. The population of Millom approximates at about 10,000.

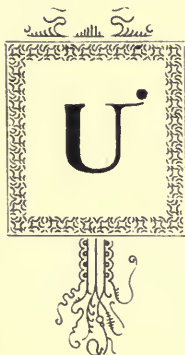
There are many other interesting environs of Barrow, such as Broughton, Grange, Kents Bank, and Cark, which will be more properly treated in the next chapter.





CHAPTER IX.

❖ LAKELAND. ❖



UNDOUBTEDLY the proximity of Barrow-in-Furness to English Lakeland gives the town a special advantage which is denied to other industrial centres that are not so favourably situated. The best way to approach the Lake District is by means of the Furness Railway, which joins the London and North-Western and Midland trunk Railways at

Carnforth. No sooner has the passenger commenced his journey from Carnforth than he finds himself skirting the shores of Morecambe

Bay, with a fine seascape looking to the south and west, and a splendid panorama of mountain scenery stretching to the north and east. This first foretaste of the Lake District naturally creates a desire for further exploration, and



Helvellyn and Thirlmere *Green Bros., Photo.*

certainly the prospect as viewed from the railway on the run from Carnforth to Grange is one which delights everybody,

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and always remains a charm even to those who live in its midst, or have frequent opportunities of visiting the many delightful spots embraced within the counties of Westmorland and Cumberland and the Furness portion of the county of Lancaster.

Silverdale, the first station reached after leaving Carnforth, is a pleasant seaside village where the lover of quietude can secure ample repose. It possesses all the charm of seaside



Windermere from Low Wood.

Green Bros., Photo.

associations, with magnificent mountain scenery and the purest of air, and it seems so absolutely outside the haunts of the ordinary tripper, so completely a place of solitude, that one is tempted to wonder whether it is, after all, a portion of busy Lancashire, but so it is. At Ludeth Farm, Mrs. Gaskell, the well known novelist of the last century, wrote some of her best works. Hawes Tarn, a fresh water lake about 30 acres in extent, is on the Challon Hall Estate, near Silverdale. It

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is reported that the rise and fall of the tide somewhat effects the level of the tarn, but this can only result from the stoppage of the outflow of water when the tides are up. Silverdale will probably evolve into a fashionable resort some day, but up to the present it has played a quiet part, and left the rush of business to its neighbours, Arnside and Grange.

Arnside, which is the next station reached on the Furness Railway, has become a very popular residential place for Lancaster and Kendal families. It is built on the shores of the Kent estuary, and, strange to say, is situated in West-



The Island, Grasmere.

Green Bros., Photo.

morland, for it is built on a narrow tongue of land which runs down to the sea between Silverdale and Grange, and thus cuts the County of Lancaster into two portions. From the summit of the hill above Arnside, some very charming mountain and sea views can be obtained. Arnside is the junction of the railway to Kendal, which proceeds along the shores of the estuary, via Sandside and Heversham. Levens Hall, a quaint old-fashioned historic establishment, the scene

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of Mrs. Humphrey Ward's great novel—"Helbeck, of Bannisdale," is within easy walking distance of Heversham Station, and is worth a visit in order to inspect the very old-fashioned gardens in which the science of tree-trimming, or, as some people describe it, tree-torture, has been carried out to a greater degree than elsewhere. Levens Hall, which is beautifully situated, is the residence of Captain Bagot. Further along the branch line of the Furness Railway, Oxenholme and Kendal are reached. The latter town is full of historic associations. Kendal Castle is supposed to have



Grasmere (Study of Cattle).

Green Bros., Photo.

been built by the first Baron of Kendal (Ivo de Talebois), who came over with the Conqueror. Kendal Parish Church is a most interesting edifice. It has no less than five open aisles, and inside the Church are several memorials of people

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of high position who flourished in the past. Kendal Castle, now in ruins, is chiefly noted as the birthplace of Catherine Parr, the last and the most clever of the eight wives of Henry VIII. A few miles run on the railway from Kendal brings the traveller to Windermere.

Leaving Arnside by the Furness Railway for Grange, an iron viaduct, 1,300 feet in length, spans the estuary. Soon afterwards, on the right hand side, can be seen Castle Hill, in early times used as a fortification. At this place a very curious collection of antiquities was found when John Wilkinson, the great ironmaster and inventor, who practised his craft most successfully at Lindale, built himself a



Bowness from near Ferry Hotel, Windermere. *Green Bros., Photo.*

residence and made for himself a garden at Castlehead in 1765. The discovery consisted of a large quantity of human,

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buffalo, deer, and other bones, and flint instruments, with Roman coins. It is assumed that the Welsh people made use of these caves. By-the-way, this John Wilkinson was the first designer and builder of an iron boat or ship. It was thought he was mad when he built a large iron boat on the Winster, and it was predicted it would sink, but he knew too much of the principles regulating displacement in water to believe them. On the left hand side is Holme Island, opposite to Grange. This island was owned some time ago by the late Mr. Alexander Brogden. M.P., who built on it a model of the Temple of Vesta.

Grange-over-Sands presents an extremely pretty view from the railway, with its great wealth of every class of tree growing on the undercliffe facing the station, and with beautifully sequestered houses peeping up at irregular intervals amid the wealth of luxuriant foliage. Grange is now a popular health resort, and what was once the granery or store farms of the canons of Cartmel Priory is now the locale at

which thousands of pleasure seekers, and those suffering from ill-health, annually resort. The climate at Grange is milder than in any other part of the district, and the death rate is shown to be very low. The hills protect Grange from the north and east winds,



Grange from the Hotel. *Green Bros., Photo*

and this makes the place not only a summer but a winter resort. There are several first-class hotels, a very large

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hydro—the Hazlewood Hydropathic Establishment, and a fine convalescent home built by the Friendly Societies of the North of England. A very large number of boarding houses have been built, nearly all of which command good sea views. St. Paul's Church occupies a prominent position in the centre of Grange, and there are Wesleyan, Congregational, and Catholic Churches as well. Grange is spoken of by many as the Bournemouth of the North, or the Torquay of the North, and certainly the salubrious conditions of the place are such as to win this distinction. Many charming excursions can be made from Grange either by means of conveyances, bicycle, or on foot. One of the most interesting excursions is to the top of Hampsfell, from which splendid sea and mountain views can be obtained. In summer time coaches run to Lakeside, Windermere, and elsewhere, and are largely taken advantage of. Grange is only nine miles from Newby Bridge, the foot of Windermere, and the drive is a most delightful one.



Rydal Water (Frosty Morning).

Green Bros., Photo.

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Kents Bank is within easy reach of Grange, and some day it is hoped to extend the sea promenade of two and a half miles connecting the two places. When this is done, there is every reason to believe that the popularity of the northern part of Morecambe Bay will be considerably enhanced. On the south side of the hill, between Kents Bank and Humphrey Head, is the Kirklands Cave, the roof of which rises to the height of from 18 to 20 feet. Some prehistoric remains, such as bones, human and animal, fragments of pottery, and bronze implements were found here. A medicinal spring—the Holywell Spa, said to be a cure for gout, and bilious and rheumatic disorders, is situated at the side of Humphrey Head, and is largely patronised, the properties of the springs resembling those of the salt springs of Kissengen and Wiesbaden. Kents Bank Hotel is situated near the station, and commands a fine view of Morecambe Bay and the Yorkshire hills.



Near Little Langdale Tarn. *Green Bros., Photo.*

The next station after Kents Bank is Cark, from which the villages of Cark, Flookburgh, Holker, and Cartmel are

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reached. Cark contains an old manor house, Carke Hall, the ancient seat of the Curwen family. Flookburgh is a fishing village, and largely dependent on the cockle and mussel fisheries. A very heavy tonnage of these shell fish are sent from Cark to the large cities and towns in the north of England every year. Flookburgh possesses an ancient charter, granted by Edward I. and Charles II., and regalia, sword and halbert, and boasts itself a market town. Holker is one of the prettiest villages in England, and Holker Hall, the favourite seat of the late Duke of Devonshire, and now the home of the Right Hon Mr. Victor C. W. Cavendish, M.P., is the most palatial mansion in North Lancashire. Mr. Cavendish has a model farm, and pays great attention to breeding of the three S's—Shire horses, Shorthorn cattle, and Shropshire sheep. Holker Park is splendidly laid out and beautifully timbered, while the gardens and conservatories are filled with the choicest of plants, ferns, flowering shrubs, etc. The mansion contains some exquisitely carved old oak furniture, and in the galleries are many fine pictures.



Cartmel Priory Church. *Green Bros., Photo.*

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Cartmel, about two and a half miles from Cark Station, is a quaint old village which in pre-railway days was the centre of the agricultural and other trades of the district. Now it has lost this character, the trade having centred for market purposes at Ulverston. The chief feature of Cartmel is the fine old priory church. In 1188, William Mareschal, Earl of Pembroke, gave lands here to the Austin canons, and a priory was founded under the influence of Furness Abbey, and yet, though Furness Abbey is in ruins, Cartmel Priory still stands, in a fairly well preserved condition. At the dissolution under Henry VIII., the people begged that this their only church might be spared, and their prayer was granted. There is not a finer specimen of Middle Age church architecture in the country than Cartmel Priory. It is cruciform in shape, with broad aisles and chancel and broad transepts, the roof being very high. There is a finely carved oak screen, and the choir seats in the chancel are also richly carved in oak. The church contains many old monuments of the Harringtons and others, and later day interest



Coniston.

Green Bros., Photo.

attaches to the effigy of the late Lord Frederick Cavendish,

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assassinated in Dublin in 1882. It is in marble, a recumbent figure, and is by Thomas Woolner, R.A.

The next station to Cark is Ulverston, and as this is the junction of the branch line to Lakeside, Windermere, we must leave the main line to return to it later on. The journey to Lakeside forms a splendid introduction to the beauties of the Lake district. The railway skirts the western part of the Leven estuary, and at Greenodd the Leven is joined by the Crake, the former being the outflow from Windermere, and the latter the outflow from Coniston Water. Coaches in connection with circular tours run from Greenodd to Lake Bank, at the foot of Coniston Water, through a rich pastoral valley, beautifully wooded, with here and there sequestered little villages, set in picturesque sur-



Friar's Crag and Causey Pike, Derwentwater. *Green Bros., Photo.*

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roundings. Arrived at Lake Bank, the scene looking towards Coniston at the top is one of great beauty, and the late John Ruskin wrote in the visitor's book at Lake Bank Hotel that there was nothing more charming in the Lake district than the view from this point. A steam gondola plies on the lake, and on its journey up passes on the right hand Ruskin's beloved house of Brantwood, set in rustic surroundings at the foot of a large plantation, within easy reach of the lake, and commanding those fine views of mountain scenery which the great sage loved so much, and which he wrote on with such poetic fervour.

Coniston is a good lake district centre, being within easy reach of the head of Windermere, Elterwater and the Langdales, and by way of the hills over to Wastwater and Eskdale.



Coniston Old Man.

Green Bros., Photo.

In Coniston Churchyard the remains of Ruskin are laid to rest, and over his grave has been erected a very artistic cross, in local stone, emblematic of the life of the great seer. Coniston is the head

quarters of a large slate trade, and at one time copper mining was an important industry here.

Retracing our steps to Greenodd, and joining the train to Lakeside, we traverse the sides of the River Leven, a splendid salmon and trout stream which meanders at the bottom of a

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most charming valley, the scenery all along the route being very fine. After passing Haverthwaite, where there are gunpowder works, a large ultramarine factory, and famous old charcoal iron works, Newby Bridge, the old landing place at the south of Windermere, is reached. There is a fine old fashioned hotel here, and we afterwards journey on to the terminus of the branch built on the shores of the lake, where the Furness Railway Company's flotilla of lake steam yachts are joined.

Windermere Lake, the Queen of English Lakes, is about 12 miles long, and is very largely frequented in the season by visitors, tourists and others. The first calling place of the steam yachts is Storrs Hall, a fine old Italian mansion built in grand old park lands, possessing beautiful lawns, luxuriant trees and rural surroundings of the prettiest. This mansion has been converted into a fine hotel. Here in 1825 Mr. Bolton, the owner of Storrs, entertained Scott and Canning and all the lake poets of the time. There was a grand regatta and high feasting in their honour.



Lake Side Refreshment Pavilion. *Green Bros., Photo*

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A short sail further up the lake brings us to the Ferry Hotel on the left hand side. This is one of the prettiest and most popular hotels in the lake district. Further on Belle Isle is passed on the left, where a circular house is built, which belongs to the Curwen family. Then further on we pass into the picturesque bay of Bowness, the metropolis of Windermere. Indeed the village of Windermere lies about a mile to the east up a gentle incline which leads also to Windermere Station on the London and North Western Railway. Bowness and Windermere are replete with first class hotels and lodging houses. Good lake and mountain views are obtained from most of them. In the summer season Bowness is very busy with visitors, and much pleasure is obtained from boating and fishing. Windermere is celebrated for a most delicious fish, the char. Passing further north a splendid view of the mountain ranges is obtained from the

steamer, including the Coniston Old Man Range, Wetherlam, Langdale Pikes, Fairfield, Wansfell, Red Screes, Ill Bell, High Street, and other prominent eminences. On the left we see the turretted home of the Ainsworths, Wray



Langdale Pikes.

Green Bros., Photo.

Castle, and on the right we reach Low Wood Hotel, one of the

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best in the Lake District and said to be largely frequented by newly married people. The views obtained from Low Wood are very fine, as will be seen from the picture we here produce.

Ambleside is reached soon after leaving Low Wood. It is a busy place in the summer time, and has several well-appointed hotels. From Ambleside coaches are run over to Ullswater via Kirkstone Pass, to Coniston via Skelwith Bridge, to Grasmere and Keswick via Rydal Water and Thirlmere, and to the Langdales via Blea Tarn. These several coach routes all possess especial interest to the lovers of scenery and each has a special charm of its own. There are many lovely bits of scenery at Ambleside, Smaithwaite Bridge which we illustrate being one.



Head of Ullswater. *Green Bros., Photo.*

The Ullswater coach proceeds along a steep ascent, and passengers have a good part of the way to walk up to Kirkstone Pass, where magnificent views of Windermere, Coniston, and other lakes can be obtained, and where is to be found the highest public-house in England. Dropping down the other side, Brothers Water, quietly secluded, is passed, and further on the beautiful lake of Ullswater is reached. On the

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west side of Ullswater rises the mighty Helvellyn. A small steam yacht plies on Ullswater, from Patterdale to Pooley Bridge, and coaches run from the latter place to Penrith.

The most frequented tourist route from Ambleside is by way of Rydal Water, so well known as the home of Wordsworth, and whose house at Rydal Mount is very numerously

visited. Further on round an interesting sweep, Grasmere is reached, with the Prince of Wales Hotel on our right. Grasmere is the most pastoral and charmingly quiet resort in the Lake District. Here the poets Wordsworth and

Rydal Water and
Loughrig Fell.

*Green Bros.,
Photo.*

Coleridge are laid in the Churchyard, and Wordsworth's beloved home of Dove Cottage is an interesting place to visitors. The literary associations of Grasmere are great, for, in addition to Wordsworth and the two Coleridges, there are De Quincey, Professor Wilson (Christopher North), Southey, Miss Martineau, and Dr. Thomas Arnold, of Rugby fame, who have distinguished themselves by the work they accomplished in this lovely neighbourhood. There is much to interest the visitor at Grasmere. In August every year, the sports at Grasmere represent the most fashionable athletic gathering held in the North of England, when wrestling in costume, fell racing, hound dog trailing, and other events take place.

Passing over Dunmail Raise, Thirlmere is reached. Here a beautiful lake with mighty Helvellyn on the east and other hills on the west, has been made more beautiful by the Manchester Corporation, as in utilising its waters for domestic

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and other uses they have made the lake double its former size, and they are at work in a scheme to make the sheet of water still larger. There is a pleasant coaching road on each side of the lake, and when they converge at the north end the coach road proceeds to Keswick, where delightful views meet the traveller on every hand. Keswick is the most picturesque place in all the Lake district, and the Borrowdale valley at the top



Grasmere from Dale End.

Green Bros., Photo.

end of Derwentwater claims, and rightly so, to be the prettiest valley in England. Very large high-class hotels are to be found in Keswick, along with numerous boarding-houses.

Within easy reach of Keswick are Bassenthwaite, Loweswater, Crummock Water, and Buttermere, all of which are worth a visit. The ascent of Skiddaw and of Helvellyn will well repay the effort.

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Back again at Ambleside, we take the coach route through by Skelwith Bridge to Dungeon Ghyll. The journey

up Little Langdale to Blea Tarn is very fine, and when the visitor leaves Blea Tarn for Great Langdale, he comes across one of the most surprisingly beautiful views of mountain scenery to be found in the Lake district, with

Wetherlam and the Old Man on the one hand, Crinkle Craggs and Bow Fell on the other and the Langdale Pike range in front.



Skelwith Fall.

Green Bros., Photo.



Thirlmere looking North.

Green Bros., Photo.

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Before leaving this part of the Lake district, it is well to note that the tour round from Ambleside, Skelwith Bridge, Red Bank, to Grasmere, and back by Rydal to Ambleside, introduces the visitor to one of the finest scenes in the Lake district, that overlooking Grasmere Vale from Red Bank, which is thus described in excellent poetry :—

“Soft as a cloud is yon blue ridge, the mere
Seems firm as solid chrystal, breathless, clear,
And motionless ; and to the gazer's eye,
Deeper than ocean in the immensity
Of its vague mountains and unreal sky.”

We are now at liberty to retrace our steps to Ulverston, and join the main line on the Furness Railway. Passing through Barrow on to Askam, there is not much to chronicle from a Lake district point of view ; but at Askam we are introduced to the Duddon estuary, which in itself is an interesting bit of scenery, in which a broad expanse of inland sea is united to a fine panorama of mountain ranges, probably the best landscape that can be seen from the sea level in any part of the British Isles. Passing on from Askam, Foxfield, which is the junction for Coniston, is reached, and a mile and a quarter further on we arrive at Broughton, an old market town. This place in pre-railway days was an important centre, but the railways have robbed it of its once considerable importance, and now it is chiefly interesting as the approach to the Duddon Valley which Wordsworth dignified with classic poetry which will last as



Cockley Beck,
Duddon Valley.

*Green Bros.,
Photo*

GUIDE TO BARROW-IN-FURNESS.

long as the world continues, and as long as the English language is understood and appreciated. The higher reaches of the Duddon are exceedingly beautiful. We give an illustration of Cockley Beck, near which the Duddon takes its rise.



Smaithwaite Bridge.

Green Bros., Photo.

Leaving Foxfield, we cross the Duddon estuary over a via-



Wastwater from the
Boat Landing

*Green Bros.,
Photo.*

duct and make our way on to Ravenglass, where a light railway branches off up the valley of the Esk, introducing mountain scenery of a very high order. The distance from Boot, the terminus of the Eskdale Railway to Wastwater is only a few miles over Burnmoor.

GUIDE TO BARROW-IN-FURNESS.

Here we have the most imposing scenery in the Lake District. It is rugged in its grandeur, and is of a wilder type than is to be found anywhere else. Besides, here are majestic mountains, such as Scaw Fell and Great Gable, affording ample scope for the most daring of Alpine climbers. The best approach to Wastwater is by means of coaches either from Seascale or Drigg, and in the summer months, not only are coaches run daily from Seascale to Wastwater, but from Seascale to Ennerdale Lake. The latter has an interest of its own. It is one of the quietest and least frequented of our lakes, but it has a strong feature in the Pillar Rock, which raises itself at the head of the valley. The lake is moreover, a good fishing centre.

Before closing this chapter, it is well to state that the Furness Railway Company, under the capable management of Mr. Alfred Aslett, has opened out specially cheap and popular facilities for visiting every part of the Lake district by means of no less than twenty circular tours. Lakeland is really the playground of England, and it is gradually being more and more appreciated, as the special advantages of these cheap tours are being recognised.



Ennerdale Lake.

Green Bros., Photo.



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